

***Section VIII — Area Plans***



***This section addresses the City’s Community and Specific Plans. Existing Community Plans are replaced by this section and its appendices. Specific Plans are summarized in this section and remain in full effect.***



### ***A. Introduction***

Riverside's rich planning history includes the development of plans for many subareas within the General Plan Area. These plans provide more detailed policies and standards for development, both public and private, within specifically mapped parts of the City and its Sphere of Influence. An Area Plan may be either a Community Plan or a Specific Plan. This section of the General Plan includes the Area Plans listed in Exhibit 56 (Page VIII - 4).

The goals and policies contained in this section apply only to certain subareas of the General Plan Area. All goals and policies from the General Plan's Resource Conservation, Community Enhancement, and Growth Management sections also apply to areas covered by the Area Plans described below. The Area Plan goals and policies provide the more precise direction appropriate to these special parts of the Riverside community.

#### ***1. Community Plans***

This General Plan section and related appendices replace the previously adopted Community Plans, which shall no longer have any effect in the respective Community Plan areas. The Community Plans listed in Exhibit 56 (Page VIII - 4) have been adopted by the City of Riverside, as Community Plans and as integral parts of the General Plan.<sup>1</sup> Each of these Plans contains extensive background analysis, establishes policy direction for the City and proposes a land use pattern. The Community Plans have been reviewed and incorporated into the General Plan document as part of this update.

In the following section, the purpose or major objective of each Community Plan is described briefly and the goals and policies of each are restated. The goals and policies listed here are consistent with those contained in the individual Community Plan documents. The Land Use Diagram (*Located in the Map Pocket of this Document*) included for each community reflects the same land use categories as those contained in the General Plan's Land Use Element. The Land Use Diagram is repeated here, for each individual community, because it helps illustrate the stated goals and policies for each area.

Some Community Plans also include particular action recommendations. These recommendations address issues such as capital improvement programming, design standards, and special use provisions, and are contained in Appendix F (*Under Separate Cover.*) of this General Plan.

#### ***2. Specific Plans***

This section of the General Plan document summarizes the provisions of the Specific Plans; the Specific Plans themselves remain in full effect. The City of Riverside has

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<sup>1</sup> The Magnolia Center Community Plan, prepared in 1990, has not been formally adopted by the City of Riverside, although extensive citizen input and review has occurred during its preparation. After public presentation of the draft plan, no formal public hearings were scheduled and by consent of the Citizen Advisory Committee, the work was incorporated into the General Plan Update Program.



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adopted thirteen Specific Plans as part of the General Plan. These Plans, listed in Exhibit 56 (Page VIII - 4), apply to particular subareas within the General Plan Area. This section of the General Plan describes the purpose of each Specific Plan. The goals and policies listed here summarize the general policy intent of each Specific Plan. The Land Use Diagram (*Located in the Map Pocket of this Document*) included for each Specific Plan Area shows the same land use categories as those contained in the General Plan's Land Use Element. The land use categories, shown on the Land Use Diagram, are compatible with those shown in the Specific Plans — they are equivalent to the categories used in those plans or include the Specific Plan categories within broader General Plan land use categories.

Specific Plans contain more detailed requirements for use, site development or improvements than are identified on the Land Use Diagram (*Located in the Map Pocket of this Document*). They also contain detailed implementation recommendations. Each Specific Plan document establishes the particular requirements applicable within that Specific Plan Area. The Specific Plans should be consulted directly to determine these particular requirements.



## Exhibit 56: Riverside Area Plans

PLAN NAME	PLAN TYPE	RESOLUTION	DATE ADOPTED	APPENDIX <sup>1</sup>
ARLANZA/LA SIERRA	COMMUNITY	13514	August 1978	F-1
ARLINGTON	COMMUNITY	13036	March 1977	F-2
ARLINGTON HEIGHTS	COMMUNITY	13688	June 1979	F-3
CASA BLANCA	COMMUNITY	16806	May 1988	F-4
DOWNTOWN	COMMUNITY	14933	March 1983	F-5
EASTSIDE	COMMUNITY	12333	May 1974	F-6
MAGNOLIA CENTER	COMMUNITY	NOT ADOPTED <sup>2</sup>		
NORTHSIDE	COMMUNITY	13332 17796	November 1977 July 1991	
UNIVERSITY	COMMUNITY	16328	December 1986	F-7
CANYON SPRINGS	SPECIFIC	15249	January 1984	
HAWARDEN HILLS	SPECIFIC	13073	April 1977	
HUNTER BUSINESS PARK	SPECIFIC	16792	April 1988	
LA SIERRA	SPECIFIC		April 1991	
LUSK HIGHLANDER	SPECIFIC	17625	November 1990	
MISSION GROVE (ALESSANDRO HEIGHTS)	SPECIFIC	15772	June 1985	
ORANGECREST	SPECIFIC	15886	August 1985	
RIVERSIDE AUTO CENTER	SPECIFIC	17614	October 1990	
RIVERSIDE MARKETPLACE	SPECIFIC	17762	May 1991	
SYCAMORE CANYON	SPECIFIC	15329 15914	April 1984 October 1985	
SYCAMORE CANYON BUSINESS PARK	SPECIFIC	15328	April 1984	
UNIVERSITY AVENUE	SPECIFIC	18963	January 1993	
VICTORIA AVENUE	SPECIFIC	12228	November 1973	

Notes: <sup>1</sup> Appendix F is located under separate cover.  
<sup>2</sup> After public presentation of the draft plan, no formal public hearings were scheduled and by consent of the Citizen Advisory Committee, the work was incorporated into the General Plan Update Program.



### ***B. Community Plans***

#### ***1. Arlanza/La Sierra Community Plan***

The Arlanza/La Sierra Community Plan was adopted by the City of Riverside in 1978. The plan was prepared by KXL Associates in cooperation with a City Council appointed Citizens Committee and the City Staff. The Arlanza-La Sierra Community is generally bounded by the City limits to the north, west and south, and by Van Buren Boulevard and Tyler Street to the east. The Community Planning Area boundaries and General Plan land use categories for Arlanza/La Sierra are depicted on Exhibit 57 (Page VIII - 9) at the end of this community plan summary.

#### **Purpose of the Community Plan**

The Community Plan primarily addresses how to preserve and enhance two distinct life styles within this community. One is a semi-rural life style with a focus on animal husbandry. The other is a traditional urban/suburban life style. Preserving these two styles, as well as resolving land use compatibility issues are addressed in this Plan.

Open space areas in this community are experiencing significant development pressures. This Plan addresses the concern that large tracts of vacant land, such as Rancho La Sierra, be developed as an integrated whole rather than in piecemeal fashion. Sensitivity to environmental issues, such as ridgeline and hillside preservation, is demanded by this Plan. The City is preparing a Specific Plan for the Rancho La Sierra “River Ranch” land to address these special concerns.

The Plan describes specific ideas to enhance mobility and to create a unique and identifiable image for the Arlanza/La Sierra community. The ideas include design schemes for entryways, corridors and public buildings; a sign program; and a thematic logo for the community. Circulation and transportation facilities which serve the entire Arlanza/La Sierra Community are also addressed by this Plan.

These and other issues are identified and addressed in the Community Plan through the establishment of goals and policies. These goals and policies are presented below. Specific implementation measures for these goals and policies are included in Appendix F-1 (*Under Separate Cover.*).

#### **Arlanza/La Sierra Goals and Policies**

**Goal ALS-1 To enhance the quality of life in Arlanza/La Sierra by providing an environment wherein both a traditional urban/suburban life style and a semi-rural lifestyle which includes animal husbandry may be accomplished and nurtured.**



**Goal ALS-2 To provide continued opportunities within Arlanza/La Sierra for a semi-rural lifestyle which includes animal husbandry.**

*Policy ALS-2.1* The City should focus semi-rural development in the north-west portion of the community.

*Policy ALS-2.2* The City should apply design and improvement standards which are uniquely expressive of the semi-rural area.

*Policy ALS-2.3* A specific plan should be developed for the semi-rural area delineating equestrian trails, providing for equestrian use, distinctive parkway areas, a trail system and rural design architecture standards for public and private structures.

*Policy ALS-2.4* The City should improve enforcement of existing regulations for the abatement of abandoned vehicles and junk storage.

**Goal ALS-3 To encourage the proper development of areas changing from rural to semi-rural.**

*Policy ALS-3.1* The City should discourage the creation of flag lots.

*Policy ALS-3.2* The City should encourage the further development or redevelopment of blocks as a whole rather than on a piece-meal basis.

**Goal ALS-4 To develop Rancho La Sierra with maximum sensitivity to its unique locale and environment.**

*Policy ALS-4.1* Encourage the development of Rancho La Sierra as a functionally integrated unit.

*Policy ALS-4.2* The City of Riverside, in conjunction with the owners of Rancho La Sierra, should develop and adopt a specific plan for the area.

*Policy ALS-4.3* The specific development plan for Rancho La Sierra should encourage planned residential developments to the maximum extent possible.

*Policy ALS-4.4* Adequate open space linkages, such as trails or easements, should be designated to provide access to the Santa Ana River Regional Park from other portions of Arlanza/La Sierra beyond the ridge line.



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*Policy ALS-4.5*     The ridge lines should be left in their natural state as much as possible.

*Policy ALS-4.6*     The number of streets that cross the ridge line should be minimized and the streets should be placed in natural saddles rather than in visually prominent locations.

**Goal ALS-5    To preserve the hillsides as much as possible in the natural state.**

*Policy ALS-5.1*     The unique role of the hillsides in shaping the character of Arlanza/La Sierra should be recognized by encouraging environmentally sensitive development.

**Goal ALS-6    To discourage any further reduction in the amount of land designated for industrial use.**

*Policy ALS-6.1*     The City should protect industrially designated land from encroachment of incompatible uses by carefully monitoring zoning and development decisions in adjacent areas.

**Goal ALS-7    To create a unique community image for Arlanza/La Sierra and its sub-communities.**

*Policy ALS-7.1*     The City should encourage a unique design scheme for selected entrances, corridors, public buildings and community areas throughout the community.

*Policy ALS-7.2*     The City should develop a community signage scheme for street corridors, public buildings and selected entrances throughout the community.

*Policy ALS-7.3*     The existing community signage program should be refined to include the creation of landscaped settings for signs.

*Policy ALS-7.4*     A thematic logo should be considered for all public buildings in Arlanza/La Sierra.

*Policy ALS-7.5*     Major residential developments and the semi-rural area should be considered for unique identification within the overall design theme for Arlanza/La Sierra.

*Policy ALS-7.6*     Mixed Use Land Use designations as applied within the Arlanza/La Sierra Community shall be intended to create a unique environment accommodating low intensity commercial and office development intermixed with medium to medium high density residential uses of attractive and





compatible design; the City should establish special development standards to implement the concept, regulating such matters as building setbacks, heights and bulk, floor area ratios, architectural treatment and minimum parcel sizes and frontages. Density/intensity averages and ranges for land designated Mixed Use in the Arlanza/La Sierra Community should be substantially lower than like designated land at other locations in the City.

**Goal ALS-8 To ensure that the present and future circulation and transportation facilities are adequate to serve the needs of all segments of the community.**

- Policy ALS-8.1* The planned California and Jurupa Avenues' extensions should be completed as soon as possible.
- Policy ALS-8.2* Full street improvements should be required uniformly in areas designated for urban development. In the semi-rural area the nature of proposed developments should be carefully analyzed for specific location design street improvements.
- Policy ALS-8.3* Public transportation with more timely service over a wider area should be provided.
- Policy ALS-8.4* The level of bus service within the study area and between the study area and the Downtown and Magnolia Center should be increased.
- Policy ALS-8.5* The City should give high priority to the improvement of all substandard streets within and adjacent to the community.
- Policy ALS-8.6* The Bicycle Master Plan and the City-Wide Trail Plan should be considered in the design of transportation facilities in the development of adjacent land uses.



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### **Exhibit 57: Arlanza/La Sierra Community Plan**



**2. Arlington Community Plan**

The Arlington Community Plan was prepared by Owen Menard and Associates and adopted by the City of Riverside in 1977. The Arlington Community Plan area is bounded generally by Tyler Street on the southwest; California Avenue on the northwest; Jackson Street on the northeast; and Victoria Avenue on the southeast. The Community Planning Area boundaries and General Plan land use categories for Arlington are depicted on Exhibit 58 (Page VIII - 13) at the end of this community plan summary.

**Purpose of the Community Plan**

The Arlington community began early in the City's history as a small commercial service center and residential community surrounded by citrus groves. Today it is a diverse area ranging from rural to urban development. The main purpose of this Community Plan is to maintain and enhance an established identity in the face of change and transition. The Plan also addresses housing issues, such as affordability and maintenance of existing stock.

The Plan identifies several key issues that impact the livability of the area. These issues include compatibility of adjacent land uses, buffering between distinct land uses and the provision of an adequate circulation network. The Plan also addresses the enhancement and revitalization of its commercial core. The proximity of Tyler Mall necessitates an evaluation of opportunities to retain the Arlington business district as a viable commercial entity. Improved circulation, traffic flow, and transit facilities which meet the needs of all segments of the Arlington Community are also addressed in this Plan.

To address these issues, goals and policies were established. These goals and policies are presented below. Specific implementation measures for these goals and policies are included in Appendix F-2 (*Under Separate Cover*).

**Arlington Community Plan Goals and Policies**

**Goal A-1**      **To improve the quality of life in the Arlington Community by providing a high quality living environment that optimizes health, safety, property values, and beauty for all areas of the community.**

**Goal A-2**      **To preserve and retain Arlington's community identity.**

*Policy A-2.1*      Street trees should be regularly trimmed and maintained to enhance their appearance and longevity.



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*Policy A-2.2* During any street widening or other type of public works project, prime consideration should be given to the preservation of street trees. Citizens within the area should be given adequate notice of any intended removal of street trees.

*Policy A-2.3* The City should, during the development review process, ensure that new development respects existing trees of significant size to the greatest extent possible.

*Policy A-2.4* The Planning Department should ensure that during grading permit procedures the site design of residential development conforms to the natural terrain and considers the visual aspects both from within and without the area.

### **Goal A-3 To improve housing opportunities in Arlington.**

*Policy A-3.1* The City should endeavor to increase the supply of affordable housing in Arlington.

*Policy A-3.2* Rehabilitation of existing housing in poor condition should be considered a potential alternative to providing new, lower cost housing for the housing market.

*Policy A-3.3* The City should strive to raise the existing level of property maintenance.

*Policy A-3.4* The City should improve enforcement of existing regulations for the abatement of abandoned vehicles and junk storage.

*Policy A-3.5* The City should enlist the support of homeowners associations to assist in the maintenance of properties in neighborhoods.

### **Goal A-4 To enhance the Arlington Business District and make it a more viable commercial entity.**

*Policy A-4.1* The City should encourage the incremental revitalization of Arlington business district.

*Policy A-4.2* The City should develop an architectural/design theme that unifies developments in Arlington business district, but is flexible enough to allow design variation.

*Policy A-4.3* The City should work with property owners and local business associations to promote a better cross-section of retail services to serve the needs of the community and, recognizing



the impact of nearby Tyler Mall, to promote the development of the area as a community commercial center.

*Policy A-4.4*      The City should consider the development of a landscaping plan for public areas, using attractive plant materials and creating inviting pedestrian and sitting areas.

*Policy A-4.5*      The City should work with property and business owners to improve rear entrance and front facades in instances where rehabilitation of structures has been determined to be appropriate.

*Policy A-4.6*      The City should attempt to improve shopper circulation and parking opportunities in the Arlington Business District.

*Policy A-4.7*      The City shall help distinguish the Arlington Business District's identity from the commercial strip along Magnolia Avenue and Van Buren Boulevard.

**Goal A-5      To improve circulation and expedite the flow of traffic through the community.**

*Policy A-5.1*      The City should take measures to improve the flow of traffic on Van Buren Boulevard.

*Policy A-5.2*      The City should encourage the continued beautification of Van Buren Boulevard.

*Policy A-5.3*      The City shall attempt to improve transportation opportunities for lower income groups, the elderly, handicapped and disadvantaged persons in the community.

*Policy A-5.4*      The Bicycle Master Plan and the City-Wide Trail Plan should be considered in the design of transportation facilities and in the development of adjacent land uses.



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### **Exhibit 58: Arlington Community Plan**



**3. Arlington Heights Community Plan**

The Arlington Heights Community Plan, which was adopted in 1979 focuses on an area generally bounded by Alessandro Boulevard and Wood Road on the east, Alessandro Arroyo to the north, Victoria Avenue to the northwest, and extends southerly into the sphere of influence to La Sierra Avenue. The Community Plan boundaries and General Plan land use categories for Arlington are depicted on Exhibit 59 (Page VIII - 16) at the end of this summary.

**Purpose of the Specific Plan**

The basic objective of the Arlington Heights Community Plan is to preserve cultural, historic and environmental amenities in the Arlington Heights area. A key issue that is related to this purpose is the preservation and improvement of citriculture in the area. Since citriculture has contributed greatly to the unique and interesting character of the Arlington Heights community, its preservation is highly desirable.

The Plan addresses problems related to urban sprawl and seeks to manage growth in a way that preserves open space lands. Additionally, the Plan seeks to assure adequate public access to the cultural, historic and environmental amenities in Arlington Heights. These concerns are reflected in the following goals and policies. Specific implementation measures for these goals and policies are included in Appendix F-3 (*Under Separate Cover.*).

**Arlington Heights Goals and Policies**

**Goal AH-1 To preserve, as far as possible, Arlington Heights' major cultural/historical and environmental amenities including citriculture, arroyos, hillsides, Victoria Avenue and the Gage Canal.**

*Policy AH-1.1* The City should use a combination of regulatory approaches and acquisition in a variety of ways to preserve open space.

*Policy AH-1.2* The City shall amend the zoning ordinance to provide for adequate setbacks and landscaping on Victoria Avenue.

*Policy AH-1.3* The City should encourage property owners to preserve citrus groves and develop proactive programs to assist them in this effort.

*Policy AH-1.4* The City should encourage the use of Williamson Act Contracts and other agricultural preservation programs.



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*Policy AH-1.5*      The City shall consider the development of procedures for the dedication of agricultural rights and transfer of development rights.

*Policy AH-1.6*      The City should encourage local agricultural land owners and lease holders to participate in cooperative efforts with the University of California at Riverside to test and implement methods for increasing grove yields or price while reducing grove management costs.

*Policy AH-1.7*      The City should explore ways to reduce irrigation costs to planned citrus preservation areas, including the investigation of City subsidy of water costs and/or the use of reclaimed water.

### **Goal AH-2    To provide city-wide public access to and use of Arlington Heights' cultural/historic and environmental amenities.**

*Policy AH-2.1*      The City should acquire the groves in the vicinity of the California Citrus State Historic Park area and either contract for grove management or establish a non-profit corporation for maintenance purposes.

*Policy AH-2.2*      The City should conduct an economic feasibility analysis of the tourism and revenue generating aspects of the California Citrus State Historic Park in sufficient detail to serve as the basis for a comprehensive program to perpetuate agricultural land uses in the area, especially citrus.

*Policy AH-2.3*      The Bicycle Master Plan and the City-Wide Trail Plan should be considered in the design of transportation facilities and in the development of adjacent land uses.





**Exhibit 59: Arlington Heights Community Plan**



### **4. Casa Blanca Community Plan**

The Casa Blanca Community Plan was prepared in 1974 and updated in 1987 by the City of Riverside Planning Staff. The area is generally bounded by Highway 91 on the northwest, Mary Street on the northeast, Jefferson Street on the southwest and Victoria Avenue on the southeast. The Community Plan boundaries and the General Plan land use categories for the area are shown on Exhibit 60 (Page VIII - 21) at the end of this summary.

#### **Purpose of the Community Plan**

The Casa Blanca Community is comprised of 710 acres and is generally characterized by a predominance of single family residential neighborhoods surrounding Villages Community Park. Small scale commercial and industrial businesses, many directly serving the community, also exist.

The main purpose of the Casa Blanca Community Plan is to preserve and enhance the single family residential character of the Casa Blanca Community. As development and redevelopment occur, the maintenance and expansion of this residential identity is a primary focus. The Plan also addresses the issue of potential incompatibilities between residential and nonresidential uses. It promotes land use compatibility through specific designation of areas for industrial and commercial uses with adequate buffering for adjoining uses.

Presented below are the goals and policies within the Casa Blanca Community Plan. Specific implementation measures for these goals and policies are included in Appendix F-4 (*Under Separate Cover.*).

#### **Casa Blanca Community Plan Goals and Policies**

- Goal CB-1**    **To perpetuate the development and redevelopment of Casa Blanca as a single-family residential community, providing decent, affordable housing for present residents and future families.**
- Goal CB-2**    **To provide for orderly commercial development in appropriate locations throughout Casa Blanca while minimizing potential incompatibilities with single-family residences. Such commercial uses should be distinctive and in keeping with the special character and needs of Casa Blanca.**



**Goal CB-3     To encourage high quality industrial development in specified areas in order to increase employment opportunities, while at the same time minimizing potential incompatibilities with single-family residences. Residences and associated uses should be adequately buffered from air pollutants, noise, traffic and other potential impacts associated with industrial uses.**

*Policy CB-3.1*     In the block bounded by Victoria Avenue, Jefferson Street, Lincoln Avenue and Grace Street, the City should maintain the integrity of the following land use pattern: for the half block closest to Victoria Avenue, the Agricultural and Rural Residential (one unit per five acres) designation; for the half block closest to Lincoln Avenue, the high quality Industrial/Business Park designation.

**Goal CB-4     To provide a network of modern, effective public support facilities within the Casa Blanca Community and to establish a partnership between community representatives and the City government to attain the community's goals.**

**Goal CB-5     To encourage development of new single-family homes on vacant parcels zoned and planned for such use.**

*Policy CB-5.1*     The City shall use redevelopment tools available through the Casa Blanca Redevelopment Plan to acquire properties for construction of single-family homes by private developers.

*Policy CB-5.2*     The City shall continue to use programs available through the City's Development Department and the Redevelopment Agency for development of single-family homes on infill lots.

*Policy CB-5.3*     The City shall encourage lot reconfiguration to provide for efficient single-family residential development of the area west of Washington Street between Marguerita Avenue and the AT&SF Railroad and for the area situated on the north side of Lincoln Avenue between Bunker and Dorlen Streets.

**Goal CB-6     To encourage rehabilitation and/or replacement of existing substandard residences and discourage further deterioration.**

*Policy CB-6.1*     The City should continue rehabilitative efforts through housing programs operated by the City's Development Department and Redevelopment Agency.



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**Goal CB-7**    **To encourage new single-family residential development that is compatible with existing development and in a price range affordable to community residents.**

**Goal CB-8**    **To encourage owner-occupied housing.**

*Policy CB-8.1*    Rental housing should be acquired and converted to owner-occupied housing with the assistance of the Redevelopment Agency.

**Goal CB-9**    **To limit commercial development to Indiana Avenue and those portions of Madison, Mary, Jefferson and Evans Streets placed or retained in the Retail Business and Office land use designation through this Plan.**

*Policy CB-9.1*    The City shall consider using the redevelopment process to relocate businesses along the south side of Evans Street between Madison and Cary Streets and Jefferson and Pliny Streets as well as the radio station on Lincoln Avenue at Dorlen Street.

**Goal CB-10**    **To encourage the beautification of existing commercial properties and construction of new commercial development in commercially designated areas when rehabilitation or new construction will result in increased tax revenues, jobs and/or blight removal.**

*Policy CB-10.1*    The City should continue to use the redevelopment process under the Casa Blanca Redevelopment Project.

*Policy CB-10.2*    The City should continue to use the City's Community Development Block Grant Economic Development Assistance program.

*Policy CB-10.3*    The City should develop a design theme for commercial development within the Casa Blanca Community.

*Policy CB-10.4*    The City should develop a street tree program that is both varied and complementary for Casa Blanca.

*Policy CB-10.5*    The City should develop a streetscape program for Madison Street, including landscaping and street furniture.



**Goal CB-11** To encourage development of uses serving the entire City in the commercially designated area located along Madison Street between the Riverside Freeway and the AT&SF Railroad in the vicinity of the Madison Street/Indiana Avenue intersection.

**Goal CB-12** To encourage development of neighborhood oriented uses in the commercially designated area located along Madison Street between Peters and Evans Streets.

**Goal CB-13** To limit development of automotive oriented uses on Indiana Avenue to that portion west of Madison Street.

*Policy CB-13.1* The City should not allow a more intensive zoning than C-2 for Indiana Avenue between Madison and Mary Streets.

**Goal CB-14** To encourage the elimination of deteriorated industrial structures, relocation of industrial uses located outside of identified industrial areas, and beautification of existing industrial development in industrial areas.

*Policy CB-14.1* The City should use funding available through the redevelopment program and the Community Development Block Grant program to rehabilitate blighted areas.

*Policy CB-14.2* The City should develop special design criteria for industrial development in Casa Blanca.

**Goal CB-15** To encourage new high quality, labor intensive industrial development in areas designated for industrial uses.

*Policy CB-15.1* The City should continue to use the incentives offered through the redevelopment project and the Community Development Block Grant Economic Development Assistance Program to promote job retention and job creation.

**Goal CB-16** To encourage only those industrial uses that do not result in the degradation of air, noise and water quality or generate other negative environmental impacts such as hazardous wastes.

**Goal CB-17** To continue improving the street system within Casa Blanca through various funding sources including the Community Development Block Grant Program.

*Policy CB-17.1* The Bicycle Master Plan and the City-Wide Trail Plan should be considered in the design of transportation facilities and in the development of adjacent land uses.



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### **Exhibit 60: Casa Blanca Community Plan**



**5. Downtown Community Plan**

The Downtown Plan was prepared by the City of Riverside staff in 1981 and adopted by the City of Riverside in September of 1982. The area is generally bounded by the Tequesquite Arroyo on the south, Redwood Drive on the west, First Street on the north and the Riverside Freeway on the east. The Community Plan boundaries and the General Plan land use categories for the area are shown on Exhibit 61 (Page VIII - 26) at the end of this summary.

**Purpose of the Community Plan**

The purpose of the Downtown Community Plan is to provide a framework for revitalizing the city center and strengthening the Downtown's position as a regional center. To achieve this, the Plan identifies major projects and recommends specific action plans.

Another key issue which the Downtown Plan addresses is the preservation of existing residential uses and the development of mixed residential and commercial uses in specific areas of Downtown. The Plan also recognizes that the continued location of public buildings and public uses Downtown is essential to its revitalization.

The Downtown Community Plan was amended in 1983 by policies contained in "A Plan for Downtown Historic Districts." The purpose of this Plan was to identify historic resources in Downtown Riverside and to provide guidelines for preservation of these resources.

The Downtown Community Plan includes the goals and policies below. Specific implementation measure for these goals and policies are included in Appendix F (*Under Separate Cover.*).

**Downtown Plan Goals and Policies**

**Goal D-1      To revitalize the Downtown city center by strengthening the economic, cultural, governmental, historical and residential aspects of the community.**

*Policy D-1.1*      New development along the Seventh Street Corridor shall be harmonious with the historic and architectural character of existing development in terms of building setbacks, landscaping, signing and overall aesthetic quality. View protection standards should be established to preserve the view of historic buildings along Seventh Street from the vantage point of the Riverside 91 Freeway.



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*Policy D-1.2*      The City should consider creation of specific design guidelines for the Mission Inn Historic District and the possible expansion of the District boundaries to help protect the visual integrity of the Mission Inn and other historic structures.

**Goal D-2      To delineate major projects with specified action plans.**

*Policy D-2.1*      The City should redevelop Market Street using a variety of techniques including Housing and Community Development funds and the redevelopment process.

*Policy D-2.2*      In the revitalization of the Downtown Community, the City should encourage preservation of buildings and locations which have historic value.

*Policy D-2.3*      The recommendations of the Downtown Historic District Plan should be incorporated into the Downtown Community Plan.

*Policy D-2.4*      The City should consider forming a citizens committee to help identify revitalization needs, allocate funds and assess the progress of an historic preservation program.

*Policy D-2.5*      The City should support the County of Riverside in its Civic Center plans.

*Policy D-2.6*      The City should continue programs to decrease traffic congestion, reduce the demand for private automobile parking, and increase pedestrian safety in the Downtown area.

*Policy D-2.7*      The City should consider the development of an innovative public transportation system—such as light rail—to serve and connect downtown with other areas of the community, particularly the University Avenue and Magnolia Avenue corridors.

*Policy D-2.8*      The City should relocate the Downtown Bus Terminal to a new multimodal transportation center developed in the Riverside Marketplace Specific Plan area in conjunction with the Commuter Rail facility of the Riverside County Transportation Commission.

*Policy D-2.9*      The City, upon adoption of the General Plan, should initiate a detailed implementation program for Downtown goals and policies, including, but not limited to, possible revision of zoning boundaries, creation of new zoning regulations and the





possible development of public/private partnerships to provide various maintenance and operational services.

*Policy D-2.10*      Upon completion and approval of plans for the rebuilding of the 60/215/91 Freeways interchange, the City should evaluate attendant changes in its street system and determine if the impact of these changes warrants changes to the Land Use Diagram (*Located in the Map Pocket of this Document*).

*Policy D-2.11*      The City should study the desirability of reopening the Main Street Mall to permit limited vehicular access to businesses, offices and public uses which front on it.

*Policy D-2.12*      The Bicycle Master Plan and the City-Wide Trail Plan should be considered in the design of transportation facilities and in the development of adjacent land uses.

*Policy D-2.13*      A Downtown Cultural, Art and Entertainment District should be considered for establishment as an integral part of the Downtown Community Plan.

**Goal D-3      To identify and preserve viable, existing residential neighborhoods by helping to maintain their character.**

*Policy D-3.1*      The City should encourage the rehabilitation of existing residential structures in viable neighborhoods.

**Goal D-4      To promote the development of mixed residential and commercial uses in specific areas of Downtown.**

*Policy D-4.1*      While maintaining high quality, the City should consider creation of standards and procedures to expedite development approval in the Downtown area.

**Goal D-5      To continue to promote the location of public buildings and public uses in the Downtown core area.**

**Goal D-6      To recognize that the Downtown Community Plan Area and its immediate environs are intended to accommodate high density urban development by permitting retail business and office uses at higher intensity than expected at other city locations.**

*Policy D-6.1*      Within the Downtown Community Plan Area and the Downtown Subarea delineated on Exhibit 1 (Page ? - ?), typical and maximum Floor Area Ratios (FAR's) for the Retail Business and Office (10) and Mid Rise Office (18) land use designa-



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tions shall be 2.5 and 4.0 respectively based on gross floor area including parking structures.

**Goal D-7      To promote the development of affordable live-work housing for visual and performing artists.**

**Goal D-8      To continue to promote the location and development of visual and performing arts and related activities in Downtown, perhaps in a Cultural, Arts and Entertainment District.**



**Exhibit 61: Downtown Community Plan**



### **6. *Eastside Community Plan***

The Eastside Community Plan was prepared in early 1974 by the De Vonne W. Armstrong Company and adopted by the City in May, 1974.

The Eastside Community Plan area is bounded by Third Street on the north; Chicago Avenue on the east; Tequesquite Arroyo on the south; and the Riverside Freeway on the west. The Community Plan boundaries and General Plan land use categories for the area are depicted on Exhibit 62 (Page VIII - 31) at the end of this summary.

#### **Purpose of the Community Plan**

The 1974 Eastside Community Plan establishes guidelines for planning that promote the environmental and social goals of the Eastside citizens. The Plan supports the cultural pluralism which exists in this ethnically diverse community and involves the residents in the planning process.

The Plan focuses on employment considerations, such as the location of industries and businesses in the planning area which would employ area residents. The Plan also encourages redevelopment and upgrading of all land uses in the area, especially residences.

This Plan promotes the provision of a wide range of social and recreational services for the community, especially for the elderly, the disadvantaged and young people. Transportation facilities which meet the needs of all citizens are also addressed in the Eastside Community Plan.

Presented below are the goals and policies of the Eastside Community Plan.

#### **Eastside Goals and Policies**

**Goal E-1      To provide guidelines for future public planning and policy decisions and to develop standards to encourage growth consistent with the environmental and social objectives of the residents of the Eastside Community.**

*Policy E-1.1*      Large-scale, multiple family dwelling units should be discouraged.

*Policy E-1.2*      The City should consider the formation of a local housing authority to work cooperatively with all housing agencies concerning redevelopment, housing subsidies, relocation, zoning enforcement and improvement of substandard housing.



*Policy E-1.3*      Planned Residential Development in a single family residential zone should not exceed eight units per acre and in no case should any one building contain more than four dwelling units.

*Policy E-1.4*      Planned Residential Development in multi-family zones should not exceed 29 units per acre and in no case should any one building contain more than twenty dwelling units.

*Policy E-1.5*      Subsidized housing should not be concentrated in large masses and should not constitute more than about twenty-five percent of any given neighborhood. Dispersion of subsidized housing throughout the community should be encouraged.

**Goal E-2      To support the cultural pluralism and individual differences that exist within the Eastside Community.**

*Policy E-2.1*      Representatives of the Police Department should consider systematically meeting with residents and business people in the community.

**Goal E-3      To involve the residents in the Eastside in all decisions regarding matters that affect them.**

*Policy E-3.1*      The Eastside Community should be involved as much as possible in decisions regarding future redevelopment projects and proposals for major land use changes in the community.

*Policy E-3.2*      The City should consider the establishment of an independent citizens council to channel residents' concerns to the local government, commissions and public and private agencies.

**Goal E-4      To ensure that the use of the land in the Eastside area will create an environment that is compatible with the needs and desires of Eastside's residents.**

*Policy E-4.1*      Landscaped buffers should be established to separate residential from commercial and industrial uses.

**Goal E-5      To develop and upgrade the Eastside area by securing community support for the continuance and use of redevelopment and other programs.**

*Policy E-5.1*      Redevelopment programs should continue to be used to improve the Eastside area.



**Goal E-6      To assist in the creation of adequate employment opportunities for residents in the Eastside area.**

*Policy E-6.1*      The City should help ensure that every individual and family in the Eastside Area has an adequate income to meet basic food, clothing, housing and health needs.

*Policy E-6.2*      Industrial and commercial firms in Riverside and especially in the Eastside study area, should be encouraged to hire Eastside residents.

**Goal E-7      To promote the development of industries and business opportunities in the Eastside area.**

*Policy E-7.1*      Firms that locate in the Marketplace Specific Plan area should be encouraged to hire residents of the Eastside area.

*Policy E-7.2*      The City should assist in the elimination of the chronic underemployment which exists in the Eastside area.

**Goal E-8      To assist in the promotion of support services for all residents in the Eastside Community with particular emphasis on the needs of senior citizens, the disadvantaged, children and residents whose first language is not English.**

*Policy E-8.1*      Educational institutions should be encouraged to offer courses designed to facilitate employment and job advancement for community residents.

*Policy E-8.2*      The City should consider establishment of an ombudsman position to assist Eastside residents in resolving community problems.

*Policy E-8.3*      Bus schedules should coincide with work schedules, shopping hours, etc.

*Policy E-8.4*      A preventative health clinic and out-patient facility should be established at University Heights Adult Education building.

*Policy E-8.5*      The Police Department should encourage and assist residents to establish neighborhood watch programs.



**Goal E-9      To provide a wide range of recreational programs for senior citizens, adults and youths who reside in the Eastside area.**

*Policy E-9.1*      Activities should be organized so that year round use of school playgrounds and other facilities in or near the Eastside area will be encouraged.

*Policy E-9.2*      North Park should be retained as a public park.

**Goal E-10      To provide traffic and parking patterns that facilitate vehicular movement and at the same time provide maximum safety for residents.**

**Goal E-11      To develop an adequate city-wide public transportation system to meet the needs of the residents of the Eastside area and all other citizens of Riverside.**

*Policy E-11.1*      Adequate public transportation should be provided for low income, physically handicapped and elderly to medical facilities.

*Policy E-11.2*      All existing and new bus stops should have benches.

*Policy E-11.3*      Every bus stop should have visible bus schedules written in English and Spanish.

*Policy E-11.4*      The Bicycle Master Plan and the City-Wide Trail Plan should be considered in the design of transportation facilities and in the development of adjacent land uses.



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### **Exhibit 62: Eastside Community Plan**





**7. Magnolia Center Community Plan**

Magnolia Center planning area has a total of 1,929 acres of land bounded by Streeter Avenue on the west, Jurupa Avenue to the north, the Riverside Freeway on the east and Madison Street, Arlington Avenue, and the Freeway on the south. The Magnolia Center Community Plan was prepared in 1990 by a citizens advisory committee and after public presentation of the draft plan, the work was incorporated into the General Plan Update Program. The Community Plan boundaries, as well as the General Plan land use categories, are shown on Exhibit 63 (Page VIII - 34) at the end of this summary.

**Purpose of the Community Plan**

Magnolia Center is an area of the City of Riverside which is almost completely developed. It consists of predominantly single family residences. Sixty percent of its housing units were built between 1950 and 1969. Less than 50 acres of land remain that are vacant and developable. Redevelopment and conversions are occurring in a fragmented way.

This Plan establishes policy areas and recommends land use changes so that redevelopment and conversion occur in a planned, orderly manner. New development standards are established to ensure quality redevelopment and conversions which provide adequate parking. Design guidelines are set for policy areas so that the physical image of Magnolia Center can be maintained and/or improved. Recommendations for the mitigation of specific circulation problem areas in Magnolia Center are also addressed in this Plan.

To address these issues identified in the Plan, the following goals and policies have been established:

**Magnolia Center Community Plan Goals and Policies**

**Goal MC-1 To provide specific land use development patterns for the Magnolia Center Specific Plan area which limit traffic congestion, preserve community character and provide for conversion of residential to commercial and office use at appropriate locations.**

*Policy MC-1.1* The specific land use pattern shall be as designated on the Land Use Element Diagram.

*Policy MC-1.2* The City should consider establishment of a zoning pattern which precludes outdoor commercial sales of motor vehicles or boats.



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*Policy MC-1.3*     The City should consider establishment of restrictions which limit building heights to no more than seventy-five feet in the vicinity of the Riverside Plaza; the area bounded by Central Avenue, Riverside Avenue and the 91 Freeway; and the area bounded by Arlington Avenue, Brockton Avenue and the 91 Freeway. The City should consider a building height limit of no more than thirty-five feet for the remainder of the Magnolia Center Community Plan Area.

*Policy MC-1.4*     The City should consider requiring new office development sites to contain at least 12,000 to 20,000 square feet.

*Policy MC-1.5*     The City should consider the creation of special community design standards for Magnolia Center which will provide a consistency of architectural and aesthetic design, emphasizing human scale.

**Goal MC-2     To provide for a transportation management plan which will ensure a safe and efficient circulation system within the plan area.**

*Policy MC-2.1*     The City should continue its efforts to limit traffic congestion at the intersection of Magnolia, Central and Brockton Avenues.

*Policy MC-2.2*     The City should mitigate traffic congestion generally through continued traffic signal synchronization within the Magnolia Center Community Planning Area.

*Policy MC-2.3*     Future street widening shall be as prescribed by the Transportation Element.

*Policy MC-2.4*     The City shall endeavor to mitigate congestion resulting from “through” traffic in the Magnolia Center Community.

*Policy MC-2.5*     The Bicycle Master Plan and the City-Wide Trail Plan should be considered in the design of transportation facilities and in the development of adjacent land uses.



**Exhibit 63: Magnolia Center Community Plan**



### **8. Northside Community Plan**

The 1991 Northside Community Plan is intended to replace a 1977 plan for the area. The new Community Plan, prepared by Zucker Systems, in conjunction with the City of Riverside, Riverside County and San Bernardino County, provides more current and more detailed information.

The Plan area for the Northside Community includes approximately 1,904 acres generally bounded by I-215 Freeway on the east, U.S. 60 on the south, the Santa Ana River on the west, and San Bernardino County and the City of Colton to the north. The Community Plan boundaries and General Plan land use categories for the area are shown on Exhibit 64 (Page VIII - 46) at the end of this summary.

#### **Purpose of the Community Plan**

The Northside Community straddles the boundaries of several jurisdictions, including: San Bernardino County, the City of Colton, the City of Riverside and Riverside County. The adopted Northside Plan will act as an official planning document for both the City and the County of Riverside. San Bernardino County and the City of Colton will use the Plan as a reference source.

The Northside Community Plan focuses on guidelines to achieve a balanced community with single family residential neighborhoods, recreation and open space areas, specific areas for office and industrial development and commercial uses.

The Plan proposes a framework for a distinct, upgraded community identity with improved design and maintenance and an emphasis on the residential nature of the community. The Plan prescribes improved development standards, encourages higher quality land uses and the upgrade and maintenance of existing uses. It also identifies future development needs and seeks to preserve the old charm of the City of Riverside.

Presented below are the goals and policies included within the Northside Community Plan.

#### **Northside Community Plan Goals and Policies**

**Goal N-1      To establish the Northside Community as a balanced community in which it is pleasant to live, work and recreate.**

*Policy N-1.1*      A specific plan shall be prepared for the area designated on the Community Plan exhibit map. This plan shall:

- Emphasize the retention of open space and recreational resources;



- Include the input of the residents and property owners of the Northside Community;
- Include the retention of Reid Park;
- Assume the retention of a public golf course within the Northside Study Area with generous visual access to this feature or comparable open space from the surrounding community. Basic open space relationships should be retained;
- Consider alternative land uses for properties surrounding the golf course and Reid Park to optimize compatibility with these recreation facilities;
- Retain or relocate the soccer fields to an optimum location;
- Provide a detailed evaluation of alternative uses for the Public Utilities Department properties in San Bernardino County. The evaluation shall include, but not be limited to, recreational and industrial opportunities; and
- Retain the Northside Community Plan Citizens Advisory Committee, or a modified committee of local citizens, as the review committee for the specific plan.

### *Policy N-1.2*

Fremont Elementary School shall be retained as the primary focus for elementary education in the Northside. Some modest expansion of the site is encouraged as properties become available, particularly the properties immediately adjacent to the existing parking lots on Orange Street and Main Street. Expansion should allow for site amenities such as parking lot landscaping, improved pedestrian circulation and added parking.

### *Policy N-1.3*

The following site improvements should be made to upgrade Fremont Elementary School: parking lot landscaping, planting of additional street trees adjacent to the curb and moving the chain link fence inland from the street to provide a pleasant landscaped space next to the sidewalk. The City should encourage the school district to complete these improvements and should provide reasonable assistance.



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*Policy N-1.4* Reid Park and the golf course should be retained to serve neighborhood, community and regional park needs.

*Policy N-1.5* The City should consider requiring extensive improvements to the Riverside Golf Club as part of further lease negotiations or as part of the specific plan study. Improvements that should be considered are:

- Moving the chain link fences on Orange Street inland from the street to provide landscape space next to the sidewalk.
- Painting the fences a dark color so they are less noticeable.
- Planting trees next to the curbs on Columbia and Orange Street.
- Replacing the Orange Street sidewalk with a pleasant meandering pedestrian scaled sidewalk with landscape maintenance being the responsibility of the golf course operator.

*Policy N-1.6* The Orange Street frontage of Reid Park should be modified by:

- Planting trees adjacent to the curb.
- Replacing the sidewalk with a pleasant meandering sidewalk within the Park, allowing park landscaping to be placed adjacent to the curb.
- Replacing the overhead utilities with underground utilities.

**Goal N-2      To provide for steady change and improvement to an upgraded model community with a distinct identity.**

*Policy N-2.1* The City of Riverside and the Counties of Riverside and San Bernardino in cooperation with Northside Citizen groups should launch an aggressive campaign to reinforce building and property maintenance conditions. The campaign should:

- Emphasize the removal of inoperative vehicles;



- Encourage property owners to remove junk from yards and replace weeds with more aesthetically pleasing landscaping; and
- Emphasize the repair of deteriorated structures and the upgrade of structures needing maintenance.

### *Policy N-2.2*

Street improvements in the Northside Community shall be completed as necessary to maintain a Level of Service (LOS) D or better at peak hours of travel. Recommended improvements include:

- Intersection improvements shall be pursued as follows:
- Columbia Avenue at Main Street
  - One left turn lane plus two through lanes eastbound.
  - One left turn lane, one through lane, and one right turn lane westbound.
- Strong Street at Main Street
  - One left turn lane plus one through lane eastbound.
  - One left turn lane plus one through lane westbound.
- Orange Street at Columbia Avenue
  - One left turn lane plus one through lane northbound.
  - One left turn lane plus one through lane southbound.
- Orange Street at Connector Street
  - One left turn lane plus one through lane southbound.
- Orange Street at Oakley Avenue
  - One left turn lane plus one through lane northbound.
- Main Street at Oakley Avenue
  - Two through lanes plus one right turn lane southbound.
- Traffic signal priorities have been established as follows:
  - Center Street/Orange Street.



- Center Street/Main Street.
- Market Street/Rivera Street.
- Market Street/U.S. 60 Westbound Ramps.
- Market Street/U.S. 60 Eastbound Ramps.
- West La Cadena Drive/I-215 Southbound Ramps (Columbia Avenue).

- Policy N-2.3* Center Street shall be extended to Main Street generally along the Riverside County's 1970 adopted specific plan right-of-way except that the portion at the intersection of Center Street and Orange Street should be modified so that any construction or right-of-way acquisition is outside the Trujillo Adobe property. The grant funding for the adobe's purchase apparently precludes any encroachment on the property. Developments on or adjacent to the proposed alignment should dedicate the right-of-way and construct portions of the street per standard City development practices. In order to create a new visual image for this part of the Community Plan area, the street from the I-215 Freeway to Main Street should be constructed with a tree planted landscape median and with all utilities placed underground.
- Policy N-2.4* Construction of the bikeways in the Northside Area depicted on the City of Riverside General Plan Circulation Element Map should receive high priority.
- Policy N-2.5* Main Street is an important entry point to downtown Riverside and sets the visual tone for the Northside Community. The construction of a landscape median should receive high priority.
- Policy N-2.6* The City shall consider deleting Garner Road from the City of Riverside General Plan Circulation Element Map.
- Policy N-2.7* The City shall add Key Street in San Bernardino County to the City of Riverside General Plan Circulation Element Map as a sixty-six foot wide secondary facility. The precise location shall be determined as a part of the subdivision process or an official alignment study. The extension shall eventually connect to the extension of Orange Street north of Center Street.
- Policy N-2.8* Orange Street north of Center Street shall be added to the City of Riverside General Plan Circulation Element Map as a sixty-six foot wide secondary facility. The precise location within San Bernardino County shall be determined as part of





the subdivision process. The alignment shall eventually connect to the extension of Key Street.

*Policy N-2.9* West La Cadena Drive shall be extended to connect to Orange Street.

*Policy N-2.10* As a part of the I-215 Freeway widening project, the interchanges with Center Street and Columbia Avenue should be modified.

*Policy N-2.11* Strong Street shall be extended in a generally straight line to a cul-de-sac at the Santa Ana River.

*Policy N-2.12* The City of Riverside and Riverside County should use block grant funds and/or assessment districts to provide for sidewalks at various locations within the plan area. Priorities for these sidewalks shall be as follows:

Street	Length of Sidewalk Needed
Columbia Avenue	1,860'
Fairmount Boulevard	1,350'
Main Street	1,720'
Orange Street	4,870'
Strong Street	3,750'
Center Street	1,550'

*Policy N-2.13* All property owners or homeowners associations shall be responsible for landscaping and maintenance of land between the street curb and private property. Design techniques for new developments shall be used to avoid similar maintenance problems. The City and County shall undertake a program to landscape and maintain existing poorly kept reverse-frontage (backup) areas in Northside. The creation of additional backup treatment areas should be avoided where possible.

*Policy N-2.14* The long term goal for the Northside is to move all utilities underground. Funding should come from City and County budget allocations, possible assessment districts and CALTRANS. Given the high cost and likely long time span for implementation, priorities for moving utilities should be as shown below:



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Priority	Street	Cost Estimate (1991)
1	Columbia Avenue (Main to Orange Street)	\$40,000-\$115,000
2	Orange Street (Columbia Avenue to Burl Drive)	\$70,000-\$215,000
3	Columbia Avenue (Orange Street to W. La Cadena)	\$35,000-\$100,000
4	Orange Street (Columbia Avenue to U.S. 60 Freeway) (Burl Drive to Placentia Lane)	\$75,000-\$225,000
5	Other Streets	as Funds Permit
*	West La Cadena	\$1,750,000-\$2,300,000
**	Center Street	\$25,000-\$80,000
* West La Cadena Drive should be considered a special case since the overhead utilities detract from the Scenic Highway designation of this street. Undergrounding should be incorporated as part of any widening of the I-215 Freeway and funded as part of the Freeway project.		
** Portions of existing Center Street and Placentia Lane that will be part of the new Center Street having existing 12 KV lines. These lines should be undergrounded as part of the Center Street extension.		

*Policy N-2.15* New development shall be sited to emphasize views out of the Northside area and not block existing views. Subdivisions shall be laid out so that streets emphasize the views. In many cases this means streets should be perpendicular to the view. This visual corridor can also be protected by an open space easement across a portion of the lot.

*Policy N-2.16* The U.S. 60 Freeway and Interstate 215 shall be considered to be designated as City of Riverside Scenic Highways with the following aesthetic measures:

- Future widening of the freeways should incorporate scenic features and maximize landscaping;
- The use of clusters of palm trees at interchanges such as exist at Center Street and Columbia Avenue should be emphasized;
- Private development on properties abutting the freeways should include aesthetic treatment and landscaping on the freeway side of the property.
- Billboard or pole signs visible from the freeway should be limited to the maximum extent consistent with Federal, State and City requirements.
- Overhead utility lines on West La Cadena Drive should be placed underground.

*Policy N-2.17* Main Street should be lined with canopy type trees both at the curb edge and in the center median island. These canopy trees will soften the width of the street and reinforce the low



density residential goal of the Northside. This will also be in contrast to the palms to be used in a formal pattern to the south of the freeway.

*Policy N-2.18*      The Bicycle Master Plan and the City-Wide Trail Plan should be considered in the design of transportation facilities and in the development of adjacent land uses.

**Goal N-3      To provide a balanced community with sufficient office, commercial and industrial uses while preserving the single family residential preeminence of the community.**

*Policy N-3.1*      The proposed commercial development northwest of the interchange of the State 91, & U.S. 60 and I-215 freeways shall be developed in a manner that is sensitive to its location and the desires of the Northside Community. Development of this area shall address the following:

- A unified development plan shall be required for the entire site subject to City Council approval. Said plan should be carefully designed to reflect the sensitive location at the entrance to the Northside community and at the “window” opening to the freeway interchange.
- The entire site shall be planted in a lush landscape to emphasize a human scale to the extent possible.
- The site shall be de-emphasized as a strip commercial freeway center.
- The property shall be screened from the Strong Street residential area.
- The property shall be designed to blend into the Orange Street residential environment. A triple row of trees in a wide landscape set-back or the equivalent shall be used for this purpose.
- Right-of-way for the widening of U.S. 60 and I-215 shall be provided as required by CALTRANS.
- Lighting fixtures shall be of a human scale.
- Consideration should be given to assisting the Riverside Unified School District in making improvements to the Fremont Elementary School.



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*Policy N-3.2* Commercial uses along West La Cadena Drive should be focused at the Columbia Avenue and West Center Street intersections.

*Policy N-3.3* The industrial/business park land use designations along West La Cadena Drive shall be particularly sensitive to views from the I-215 Freeway, shall be compatible with abutting residential uses to the west, and shall meet the following standards:

- No outdoor manufacturing shall be allowed.
- Only minimal outdoor storage will be allowed.
- Non-permanent and metal buildings shall be prohibited.
- Parcel sizes of at least one-hundred feet frontage and 20,000 square foot lots shall be encouraged.
- The City shall apply appropriate zoning to this area to implement the industrial/business park concept.

**Goal N-4      To provide for comprehensive development and management of the Northside Community irrespective of political jurisdiction.**

*Policy N-4.1* The land use designations of the Northside Community Plan shall be as depicted on the City of Riverside General Plan Land Use Element Map.

*Policy N-4.2* The City of Colton should be encouraged to keep the La Loma Hills primarily in open space. With any development of the La Loma Hills, extensive grading should be strongly discouraged. The current Colton general Plan allowing two dwelling units per acre should be modified to allow 0.2 dwelling units per gross acre.

*Policy N-4.3* The street and bikeway classifications for the Northside Community shall be as shown on the City of Riverside General Plan Circulation Element Map.

*Policy N-4.4* The City of Riverside, Riverside County and San Bernardino County should study the area shown on the Community Plan exhibit for possible redevelopment designation.

*Policy N-4.5* All unincorporated portions of the study area within Riverside County should be annexed to the City of Riverside. The possibility of a boundary line shift between Riverside and San



Bernardino Counties to follow logical geographic limits should continue to be explored as well as other means of cooperation such as a Joint Powers Agreement to unify development opportunities.

**Goal N-5      To preserve and promote the lower density charm of the Northside Community.**

*Policy N-5.1*      The City shall encourage the retention and rehabilitation of historical structures including the following:

- The houses at 3260, 3261 and 3723 Strong Street, 3720 Stoddard Avenue and 1791 Orange Street should be considered for designation as “Structures of Merit” by the Riverside Cultural Heritage Board.
- The City shall in its review of development proposals consider the potential impacts of projects adjacent to the Trujillo Adobe. Land uses and public right-of-way adjacent to the Adobe should be designed to respect the Adobe and add to, rather than distract from, its setting.
- The City should encourage the possible restoration of the White Sulphur Springs property as a privately owned and operated hot spring and recreational facility. Should it be infeasible to restore this facility for this use, the potential of the site for a single family subdivision shall be explored.

*Policy N-5.2*      New subdivisions in the Northside should be encouraged to use pedestrian scaled street lights such as the “town and country” model rather than the common “mastarm” type.

*Policy N-5.3*      In order to enhance the visual qualities of the Northside, consideration shall be given to locating sidewalks at the property line rather than adjacent to the curb. This alternative may be used when ample space exists and when there is reasonable assurance of proper maintenance of parkway trees and landscaping by adjacent property owners.

*Policy N-5.4*      Tree varieties that provide substantial shade and a canopy effect over the street should be used in new developments and redevelopment projects.



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*Policy N-5.5*      The City of Riverside shall encourage the installation of parking lot landscaping on those commercial and industrial properties currently without such amenities. As an incentive for landscaping, the City in co-operation with the County should develop a property rehabilitation program. One source of funds for such a program could be Block Grants.

*Policy N-5.6*      Natural appearing drainage channels of innovative design should be used in the Northside area whenever possible. Development projects should be required to develop their drainage in natural or semi-natural appearing channels. Channels planned for this type of treatment shall be as shown on the Community Plan exhibit.

*Policy N-5.7*      Several areas within the Northside contain large groupings of existing trees that add visual interest to the area. Such tree groupings should be preserved as part of development projects or road widenings whenever possible.

*Policy N-5.8*      Land use interfaces between residential and commercial or industrial properties should receive special design consideration to protect the scenic integrity of the residential neighborhood as follows:

- Developments at the residential/commercial juncture should be required to:
  - Construct attractive solid screen walls.
  - Plant trees to soften the view of commercial or industrial buildings.

Dead end street terminations should not be used in these circumstances. Existing dead-end streets should be cul-de-sacs with appropriate walls and landscaping added to complete the street.



**Exhibit 64: Northside Community Plan**



### **9. University Community Plan**

The original University Community Plan was prepared in 1960 in anticipation of City annexation of 3,500 acres including the University of California at Riverside (UCR) Campus. An update to this Plan was initiated in 1982, with the first phase report completed in 1983. The first phase of the University Community Plan presented the existing conditions and issues for the area. The second phase, completed in 1986, proposed a recommended plan to guide future development based upon the earlier work.

The University Plan area is generally bounded by Spruce Street on the north, Box Springs Mountain on the east, a line south of and parallel to Central Avenue on the south, and a combination of Chicago Avenue, Ottawa Avenue and Kansas Avenue on the west. The Community Plan boundaries and General Plan land use categories for the University Community Area are depicted on Exhibit 65 (Page VIII - 52) at the end of this University Community Plan summary.

#### **Purpose of the Community Plan**

The University Community is distinct in the City of Riverside, due to the predominance of UCR as an employer, cultural/institutional presence and physical landmark. Because of the student, faculty and staff population, there is a demand for a greater variety of recreational facilities, affordable housing units, commercial facilities and transportation modes.

The University Community Plan has been established:

- To address the diversity of needs;
- To coordinate long-range planning with UCR;
- To provide a basis for judgement on land use proposals;
- To guide businesses and merchants in providing adequate services;
- To improve transportation and circulation; and
- To establish urban design guidelines and regulations for the area.

The goals and policies presented below seek to achieve these Plan objectives. Specific implementation measures are included in Appendix F-7 (*Under Separate Cover.*).





### **University Community Plan Goals and Policies**

**Goal U-1      To continue joint planning efforts in order to allow for a balancing of concerns in addressing issues of mutual interest to the City and the University of California.**

*Policy U-1.1*      The City shall endeavor to notify the University, and vice versa, at the earliest possible time, of development proposals within the University Community.

**Goal U-2      To provide an adequate supply of affordable rental apartment housing within the University Community.**

*Policy U-2.1*      The City shall encourage construction of new rental apartments, retention of existing and future rental stock and provision of affordable units through the implementation of policies of the City's Housing Element.

**Goal U-3      To coordinate future development along University Avenue in recognition of its importance as 1) an entrance and connection between to the University of California at Riverside and the Downtown Core, 2) a center for the hospitality industry in Riverside and 3) a source of commercial services for surrounding residential neighborhoods.**

*Policy U-3.1*      The City should limit vehicle oriented commercial uses to that portion of University Avenue east of Chicago Avenue while encouraging less intense neighborhood and community oriented commercial uses west of Chicago Avenue and consider the following actions:

- Rezone properties fronting University Avenue west of Chicago Avenue from the existing C-3 zoning to the C-2 zone, a less intense and indoor oriented commercial zone.
- Discourage the parcelization of the Town Square Shopping Center at the southwest corner Chicago and University Avenues and encourage upgrading and expansion of the site.

*Policy U-3.2*      The City shall encourage lot consolidation to allow for meaningful commercial development of property fronting University Avenue west of Chicago Avenue to permit minimal curb cuts and to facilitate common parking areas.



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- Policy U-3.3*      The City shall encourage rehabilitation and redevelopment of properties along University Avenue:
- The City should expand the City's Commercial Revitalization Program to include the portion of University Avenue between the Riverside and Escondido Freeways.
  - The City should explore utilization of assessment districts, Community Development Block Grants and industrial development bonds to fund rehabilitation efforts.
- Policy U-3.4*      The City should encourage sign programs which will contribute to the high quality image proposed to be projected through future development and redevelopment along University Avenue:
- The City should work with University Avenue property owners to develop a low profile sign program unique to University Avenue, including common sign elements.
  - The City should consider establishing sign amortization provisions for signs that are not consistent with the sign program developed pursuant to the above.
- Policy U-3.5*      The City shall encourage the creation of a continuous uniform streetscape along University Avenue including consideration of a streetscape plan for University Avenue encompassing uniform standards for graphics, hardscape, landscape, and a street tree plan providing for alternate plantings of palm and evergreen shade trees.
- Policy U-3.6*      The City should consider special code enforcement programs to remove blighted, unsafe structures.
- Policy U-3.7*      The City should continue its efforts to develop and implement a Strategic Development Plan for the University Avenue Corridor.
- Policy U-3.8*      The Mixed Use Office (25) land use designation as applied in the University Community Plan shall be intended to create a unique environment accommodating both commercial and office uses of high quality with related residential uses of attractive and compatible design, all of which should be implemented by large scale unified projects.



*Policy U-3.9*      The City shall establish a maximum floor area ratio of 0.5 for land designated Retail Business and Office (10) within the University Community Plan Area in the University Avenue Corridor.

**Goal U-4      To provide for a modern neighborhood shopping center in the portion of the community generally north of UCR and east of the Escondido Freeway.**

*Policy U-4.1*      The City should encourage the development of a neighborhood shopping complex at the northeast corner of Blaine Street and Iowa Avenue by maintaining a general plan designation for the northeast corner Blaine Street and Iowa Avenue which allows for the development of a neighborhood commercial center. Further, this designation should be implemented by the C-1 (Neighborhood Shopping Center) zone.

*Policy U-4.2*      The City should encourage the upgrading of the K-Mart center on the west side of Iowa Avenue at Blaine Street, particularly with regard to facade and landscaping treatment.

**Goal U-5      To preserve those existing rural lifestyles within the University Community by recognizing topographical constraints to conventional urban development.**

*Policy U-5.1*      The City shall retain rural lifestyles in the Mount Vernon Bowl area.

*Policy U-5.2*      The City shall encourage development to minimize grading impacts on the highly visible and sensitive hillsides in this area.

**Goal U-6      To preserve Box Springs Mountain Regional Park as an open space resource for future generations.**

*Policy U-6.1*      The City shall encourage Riverside County to acquire those lands identified for future acquisition for Box Springs Mountain Regional Park in order to maximize open space preservation.

*Policy U-6.2*      The City shall encourage Riverside County to carefully review development proposals for Open Space areas adjacent to the Box Springs Mountain Regional Park. Such development should be sensitive to the natural terrain and compatible with the residential uses in the Mount Vernon Bowl Area.



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*Policy U-6.3*

The Bicycle Master Plan and the City-Wide Trail Plan should be considered in the design of transportation facilities and in the development of adjacent land uses.



**Exhibit 65: University Community Plan**



### ***C. Specific Plans***

#### ***1. Canyon Springs Specific Plan***

The Canyon Springs Specific Plan was prepared by T & S Development Inc., and was adopted by the City of Riverside in 1982. The Canyon Springs area is generally bounded by Interstate 215 on the west, State Route 60 on the north, Day Street on the east and Eucalyptus Avenue on the south. The Specific Plan boundaries and General Plan land use categories for each of the ten subareas of Canyon Springs are depicted on Exhibit 66 (Page VIII - 57) at the end of this summary.

#### **Purpose of the Specific Plan**

Canyon Springs, known as “The Springs” project, is a proposed mixed use development on approximately 311 acres. This proposed development includes commercial, office, industrial, entertainment and recreational uses. The intent of the project is to provide an area for development that establishes additional job and business opportunities for nearby Moreno Valley and to provide a balance to the predominantly residential land pattern of the area.

The Plan proposes retail and “highway commercial” development of the northern and southwestern portions of the project area. These land uses would comprise approximately half of the site, and would include such uses as a regional mall, restaurants, theaters, and freestanding furniture showrooms. A luxury hotel and single and multi-story professional and corporate office buildings make up about a quarter of the site, and lie within the center of the development. The southern quarter of the site is proposed as a light industrial park.

Standards for the provision of adequate infrastructure and public facilities have been included within the Plan. In addition, consistent design and development standards are established, addressing such issues as land use compatibility, site design, architecture and landscaping.

The adopted specific plan document(s) contains more detailed requirements for use, site development or improvements; it should be consulted directly to determine these particular requirements. Should any apparent inconsistency arise between the General Plan and the specific plan, the requirements of the specific plan shall prevail.

Presented below are the goals and policies within the Canyon Springs Specific Plan.



### **Canyon Springs Goals and Policies**

**Goal CS-1     To create a commerce center of retail commercial, office, light industrial and recreational uses, together with appropriate public, quasi-public and private services and facilities necessary to accommodate the shopping, employment, service, and recreational needs of the clientele of the Canyon Springs area.**

*Policy CS-1.1*     The land use pattern shall be as designated by the Land Use Diagram (*Located in the Map Pocket of this Document*), the Canyon Springs Specific Plan as adopted by City Council Resolution No. 15249 (including any subsequent amendments) and the Canyon Springs Development Agreement.

*Policy CS-1.2*     The Plan shall provide for the full conversion of the site to urban uses, however, approximately 15 percent of the project site will be reserved for landscaping in the form of setbacks along roadway corridors, dispersement within paved parking areas and to complement structures within the project.

*Policy CS-1.3*     The Plan shall reinforce the sense of place by including the institution and enforcement of strict architectural, landscape and signage criteria and standards, the use of the project name “CANYON SPRINGS”, establishment of consistent logo, color and graphics, and the creation of community programs and facilities.

*Policy CS-1.4*     The Plan shall encourage the implementation of compatible land use with surrounding adjacent developments including the following:

- Building height shall be limited and there shall be a provision of setbacks, walls, and landscaping to provide visual screening performance.
- Strict standards will eliminate glare, noise, odor, smoke, dust, vibration, and other environmental disturbances which preclude such uses in proximity to an elementary school or dwelling.

*Policy CS-1.5*     The maintenance and management responsibilities shall be met through the formation of a master commercial property owners’ association combined with subordinate associations.



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- Policy CS-1.6* Street rights-of-way and improvements, both standard and special, shall be provided as required by the Transportation Element, the adopted Specific Plan and the Development Agreement.
- Policy CS-1.7* The City shall encourage that architectural quality be emphasized throughout the Canyon Springs planning area, including the following:
- Quality building materials will be required such as brick, masonry, concrete, glass, tile, wood and the like; metal buildings will not be permitted.
  - The overall theme of the project will be one of timeless contemporary structures of substance and quality.
  - The majority of the structures will feature prominent roof lines and eaves, subtle use of texture and pattern and color.
- Policy CS-1.8* The land encompassed by the Specific Plan shall be divided into ten planning areas and the standards within each will be consistent with the zoning within them.
- Policy CS-1.9* The development of all Planning subareas shall incorporate the overall theme of architectural quality in accord with the development standards prescribed by the Specific Plan.
- Policy CS-1.10* The uses anticipated within SUBAREA 1 (the Regional Shopping Center) shall comply with the Uses Permitted Section of the C-1-A, Community Shopping Center Zone.
- Policy CS-1.11* The uses anticipated within the Regional Oriented Retail support commercial shall comply with the Uses Permitted Section of the C-2, Restricted Commercial Zone and the development standards prescribed by the adopted Specific Plan.
- Policy CS-1.12* The uses anticipated within SUBAREA 3 (the Highway Commercial/Hotel area) shall comply with the Uses Permitted Section of the C-2, Restricted Commercial Zone and the development standards prescribed by the adopted Specific Plan.





- Policy CS-1.13* The uses anticipated within SUBAREA 4 (the Retail Commercial area) shall comply with the Uses Permitted Section of the C-2, Restricted Commercial Zone and the development standards of the adopted Specific Plan.
- Policy CS-1.14* The uses anticipated within SUBAREA 5 (the Support Commercial area) shall comply with the Uses Permitted Section of the C-2, Restricted Commercial Zone as described in Title 19 of the Riverside Municipal Code and the development standards of the adopted Specific Plan.
- Policy CS-1.15* The uses anticipated in SUBAREA 6 (the Highway/Community Oriented Retail planning area) shall comply with the Uses Permitted Section of the C-2, Restricted Commercial Zone and the development standards of the adopted Specific Plan.
- Policy CS-1.16* The uses anticipated within SUBAREA 7 (the Regional Oriented Retail support commercial area) shall comply with the Uses Permitted Section of the C-2, Restricted Commercial Zone and the standards of the adopted Specific Plan.
- Policy CS-1.17* The uses anticipated in SUBAREA 8 (the Corporate Office Planning Area) shall comply with the Uses Permitted Section of the C-O, Commercial Office Zone and the development standards of the adopted Specific Plan.
- Policy CS-1.18* The uses anticipated within SUBAREA 9 (the Professional Office area) shall comply with the Uses Permitted Section of the C-O, Commercial Office Zone and the development standards of the adopted Specific Plan.
- Policy CS-1.19* The uses anticipated within SUBAREA 10 (the Medical Campus area) shall comply with the Uses Permitted Section of the C-O, Commercial Office Zone and the development standards of the adopted Specific Plan.
- Policy CS-1.20* There shall be specific implementation standards with regard to screening which are consistent in all of the planning areas as prescribed by the adopted Specific Plan.
- Policy CS-1.21* The Bicycle Master Plan and the City-Wide Trail Plan should be considered in the design of transportation facilities and in the development of adjacent land uses.



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### **Exhibit 66: Canyon Springs Specific Plan**



## **2. Hawarden Hills Specific Plan**

In 1977, the Hawarden Hills Study was adopted by the City of Riverside. Alternative B of the Study was adopted as the Specific Plan for Hawarden Hills because it particularly emphasizes the environmental and aesthetic issues associated with the area.

The study area consists of five-hundred acres in the east-central portion of Riverside. Hawarden Drive, the Hawarden Hills ridgeline, and the undeveloped area east of the ridgeline provide the City with a unique and interesting locale, as well as a scenic natural and aesthetic resource. The Specific Plan boundaries and General Plan land use categories are shown on Exhibit 67 (Page VIII - 60) at the end of this summary.

### **Purpose of the Specific Plan**

As the City grows, development pressures present the possibility of increased residential densities and urban improvements such as gutters, sidewalks and street lights which would begin to change the character that makes Hawarden Hills unique and interesting. This Plan seeks to sensitize development in the eastern portion of the area to topographic and environmental concerns, protect the natural beauty of the Hawarden Hills ridgeline and establish special design criteria for the Hawarden Drive area. The Plan also recommends measures which promote traffic safety and adequate circulation throughout the Specific Plan area.

The adopted specific plan document(s) contains more detailed requirements for use, site development or improvements; it should be consulted directly to determine these particular requirements. Should any apparent inconsistency arise between the General Plan and the specific plan, the requirements of the specific plan shall prevail.

The goals and policies of the Hawarden Hills Specific Plan are presented below.

### **Hawarden Hills Goals and Policies**

**Goal HH-1 To place prime emphasis on the compatibility of subdivision design with topographical and environmental considerations within the Hawarden Hills Plan area.**

*Policy HH-1.1* The City shall endeavor to increase flexibility in the configuration of streets and the location of dwelling units in topographically rugged or environmentally sensitive areas through the implementation of the Residential Conservation Zone.

*Policy HH-1.2* The City shall encourage review of any proposed development in or adjacent to the Alessandro Arroyo for potential impacts on archaeological sites.



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**Goal HH-2 To preserve the existing character of Hawarden Drive and the Hawarden Hills Ridgeline as an entity with an emphasis on traffic safety, history and aesthetic values along Hawarden Drive; and environmental and open space values along the Ridgeline.**

- Policy HH-2.1* Structures should be sited as far below the Ridgeline as possible.
- Policy HH-2.2* The City should develop a list of fire retardant plant species compatible with soil and climatic conditions on the Ridgeline, along with instruction for their establishment.
- Policy HH-2.3* Changes to natural vegetation should be allowed only when the Fire Department specifically determines that such are necessary for fire safety.
- Policy HH-2.4* The City should require minimum improvements to include street trees, asphaltic berm curbing, decorative street lights and curb markings to the specifications of the City Traffic Engineer as development occurs on Hawarden Drive from Ana Street to the Alessandro Arroyo.
- Policy HH-2.5* The City shall encourage the maximum retention of existing street trees along the entire length of Hawarden Drive and require developers to supplement these trees with a parkway landscaping theme emphasizing citrus and palm trees to maintain continuity with the area's historical citrus orientation.
- Policy HH-2.6* The City shall discourage further streets intersecting with Hawarden Drive.
- Policy HH-2.7* Development standards shall include those prescribed by the Hawarden Hills Specific Plan adopted by City Council Resolution No. 13073.
- Policy HH-2.8* Land Uses shall be as designated by the Land Use Diagram (*Located in the Map Pocket of this Document*). The Specific Plan may include more detailed land use and design standards.
- Policy HH-2.9* The Bicycle Master Plan and the City-Wide Trail Plan should be considered in the design of transportation facilities and in the development of adjacent land uses.



**Exhibit 67: Hawarden Hills Specific Plan**



### **3. Hunter Business Park Specific Plan**

The Hunter Business Park Specific Plan was prepared by the Arroyo Group and CG Engineering and adopted in April, 1988.

Hunter Business Park is a 1,200 acre site located northeast of downtown Riverside. The Specific Plan area is generally bounded by the Riverside Freeway to the west, the Escondido Freeway and Spruce Street to the south, Box Springs Mountain County Regional Park to the east and the Spring Brook Arroyo to the north. The Specific Plan boundaries and General Plan land use categories are shown on Exhibit 68 (Page VIII - 64) at the end of this summary.

#### **Purpose of the Specific Plan**

The Hunter Business Park Specific Plan describes the development framework for the area which will provide a major employment center for the City of Riverside. The Plan establishes the design guidelines, development criteria and implementation measures which are necessary to achieve the plan for a coordinated, efficient and high quality industrial development.

Three land use districts were established to provide a range of industrial development opportunities. They are: the General Industrial District; the Garden Industrial District and the Industrial Park District. Each district has its own development standards and guidelines with its distinct character. Additionally, within each district are areas of quasi-public/public open space, residential infill and agricultural residential areas. In addition to land use, this Plan also addresses zoning and design guidelines, circulation, infrastructure and implementation actions.

The adopted specific plan document(s) contains more detailed requirements for use, site development or improvements; it should be consulted directly to determine these particular requirements. Should any apparent inconsistency arise between the General Plan and the specific plan, the requirements of the specific plan shall prevail.

Presented below are the goals and policies for the Hunter Business Park Specific Plan.

#### **Hunter Business Park Goals and Policies**

**Goal HBP-1 To develop a major employment center for the City of Riverside.**

**Goal HBP-2 To enhance Hunter Business Park's unique features, including Hunter Park, Box Springs Mountain Regional Park and City vistas.**



**Goal HBP-3 To establish unique and practical planning concepts which will enhance Hunter Business Park's competitive position in the region.**

*Policy HBP-3.1* Land uses shall be as designated by the Land Use Diagram (*Located in the Map Pocket of this Document*). The Specific Plan may include more detailed land use and design standards.

**Goal HBP-4 To establish appropriate implementation programs to provide necessary infrastructure improvements.**

*Policy HBP-4.1* The circulation system for the project area shall rely on the major thoroughfares as prescribed by the Transportation Element.

*Policy HBP-4.2* Special rights-of-way widths and improvements shall be as prescribed by the Hunter Business Park Specific Plan adopted by City Council Resolution No. 16792, including any subsequent amendments.

*Policy HBP-4.3* The City shall encourage the use of Public Transportation with the improvement of transit facilities; the placement of comfortable, protected (sun and inclement weather) bus stops, and the opening of new roadways which offer opportunities for additional bus routes.

**Goal HBP-5 To improve automobile and pedestrian access while maintaining rail access and to improve visual recognition of the Business Park area from the adjacent freeway network.**

*Policy HBP-5.1* The location of rail lines within and adjacent to the project area shall provide opportunities to serve future industrial-transportation-distribution facilities which will develop in the Hunter Business Park.

**Goal HBP-6 To provide a safe and adequate environment for pedestrian and bicycle traffic within the Plan area.**

*Policy HBP-6.1* A pedestrian network should be provided in conjunction with a network circulation plan to allow for pedestrian movement within the project and surrounding areas.

*Policy HBP-6.2* The pedestrian network should use the proposed roadway system of the Specific Plan area which is conceived as a series of linear parks as well as traffic corridors.



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*Policy HBP-6.3* The quality of the public right-of-way should be enhanced through the use of enriched paving materials, lighting, street trees and landscaping.

*Policy HBP-6.4* The pedestrian network should consist of sidewalks within the rights-of-way of each adjoining street and on site, internal pedestrian walkways to establish new patterns of pedestrian activity.

*Policy HBP-6.5* The City should provide an adequate and safe environment for bicyclists within the planning area with bike lanes consistent with the bicycle routes shown on the Transportation Element of the General Plan, connecting with city wide routes.

*Policy HBP-6.6* The Bicycle Master Plan and the City-Wide Trail Plan should be considered in the design of transportation facilities and in the development of adjacent land uses.

**Goal HBP-7 To create a high quality industrial park environment which will stimulate investments by the private sector.**

*Policy HBP-7.1* Special land use limitations and property development standards shall apply as prescribed by the Hunter Business Park Specific Plan adopted by City Council Resolution No. 16792, including any subsequent amendments.





**Exhibit 68: Hunter Business Park Specific Plan**



### **4. *La Sierra Specific Plan***

The La Sierra Specific Plan was prepared by the consulting firm, The Planning Center, and was adopted by the City of Riverside on July 9, 1991. The site is bounded by La Sierra Avenue on the west, Arizona Avenue and Arizona Intermediate School on the south, Vallejo Avenue on the east and the Riverside (91) Freeway on the north. Indiana Avenue traverses the northerly portion of the site. The specific plan boundaries and General Plan land use categories are depicted on Exhibit 69 (Page VIII - 67) at the end of this summary.

#### **Purpose of the Specific Plan**

The La Sierra Specific Plan has been prepared to provide the guidelines for the development of a mixed use development on an approximately 121 acre site. There are three rolling hills that are a focal point in the design consideration. This proposed development includes retail, office, park land and senior apartments. The major focus of the project is to build a high quality office park setting with the topmost hill in the project developed as an administrative/conference center for the Riverside Community College District.

The plan proposes 200 senior citizen apartments on 8 acres, a 7 acre park site next to Arizona Intermediate School, retail uses adjacent to the 91 Freeway and over 15 acres of offices located between the retail area and the institutional center on top of the hill.

Standards for the provision of adequate infrastructure and public facilities have been included within the plan. In addition, consistent design and development standards are established, addressing such issues as land use compatibility, site design, architecture and landscaping.

Presented below are the goals within the La Sierra Specific Plan.

#### **La Sierra Goals and Policies**

- |                  |  |
|------------------|--|
| <b>Goal LS-1</b> | <b>To provide the City of Riverside with the necessary assurances that the project will attain the desired level of quality.</b>   |
| <b>Goal LS-2</b> | <b>To serve as general design criteria for use by planners, architects, landscape architects, engineers, builders and future property owners to avoid unnecessary delays in the project development process.</b> |



- Goal LS-3**      **To provide guidance to City Staff, Planning Commission, Design Review Board and the City Council when reviewing future development projects within the project area.**
- Goal LS-4**      **To provide a viable framework and clear direction without limiting the creativity of the designer.**



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### **Exhibit 69: La Sierra Specific Plan**



**5. Lusk Highlander Specific Plan**

The Lusk Highlander Specific Plan was adopted by the City in November, 1990. The plan was prepared in 1986 by a consultant team for the Lusk-Highlander partnership, owner of the Specific Plan area.

The Lusk Highlander area includes 411 acres of land situated immediately to the northwest of the I-215/U.S. 60 freeway interchange. The Specific Plan boundaries and General Plan land use categories are shown on Exhibit 70 (Page VIII - 70) at the end of this summary.

**Purpose of the Specific Plan**

The Lusk Highlander Specific Plan addresses property that is located, for the most part, within the boundaries of the Sycamore Canyon Specific Plan. The primary objective of this Plan is the development of the property adjacent to Sycamore Canyon in a sensitive, comprehensive manner, primarily as a residential community.

The Plan includes a 125 acre addition to Sycamore Canyon Park.

The adopted specific plan document(s) contains more detailed requirements for use, site development or improvements; it should be consulted directly to determine these particular requirements. Should any apparent inconsistency arise between the General Plan and the specific plan, the requirements of the specific plan shall prevail.

In addition, the Plan addresses the circulation needs of the project area and the expansion of public facilities and infrastructure that development of the area demands. The following goals and policies reflect the contents of the Lusk Highlander Specific Plan.

**Lusk Highlander Goals and Policies****Goal LH-1 To allow for the orderly and coordinated development of the property.**

*Policy LH-1.1* Development of the Plan area shall occur in a manner consistent with the City's adopted Sycamore Canyon Specific Plan.

*Policy LH-1.2* The developer of the Plan shall provide for the extension of necessary public facilities and services and a circulation system in a logical phased program to serve the development as prescribed by the Lusk-Highlander Development Agreement.



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*Policy LH-1.3*      The development shall provide for a variety of housing types ranging from single family estate lots to apartments offering the opportunity for choice in housing type and locality.

*Policy LH-1.4*      The land use shall be as designated by the Land Use Diagram (*Located in the Map Pocket of this Document*). The Specific Plan may include more detailed land use and design standards.

*Policy LH-1.5*      The Specific development standards shall be as prescribed by the Lusk-Highlander Specific Plan adopted by City Council Resolution No. 16031, including any subsequent amendments and the related Development Agreement.

**Goal LH-2      To preserve and protect the valuable aesthetic, open space, plant and wildlife resources in neighboring Sycamore Canyon Park.**

*Policy LH-2.1*      The City shall, in its review of development proposals, consider landform and other natural constraints during project design and construction to retain as many of the land's natural and physical attributes as possible. Preservation of the western portion of the project site as a part of the proposed Sycamore Canyon Park will be incorporated into the design of the project.

*Policy LH-2.2*      The City shall, in its review of development proposals, consider the preservation of those areas of the project site that are high in scenic quality and biological significance as permanent natural open space through the clustering of development. This will allow the western portion of Lusk-Highlander to be retained as open space to be visually enjoyed by the future inhabitants of this development and the community, as well as being a continued wildlife habitat area contributing to the preservation of valued biological resources.

*Policy LH-2.3*      The City shall, in its review of development proposals, consider inclusion of sensitive and harmonious community design principles to assure compatibility between project land uses and surrounding land uses.

*Policy LH-2.4*      The Bicycle Master Plan and the City-Wide Trail Plan should be considered in the design of transportation facilities and in the development of adjacent land uses.



**Exhibit 70: Lusk Highlander Specific Plan**



### **6. *Mission Grove (Alessandro Heights) Specific Plan***

The Mission Grove Specific Plan was prepared by J. F. Davidson Associates and adopted by the City of Riverside in June, 1985. The 637 acre site is located in the southeast corner of the City of Riverside around the intersection of Trautwein Road and Alessandro Boulevard. It is bounded generally by March Air Force Base on the east, Orangecrest to the south, Woodcrest and Wood Road on the west, and the Canyon Crest and Sycamore Canyon Areas to the north. The Specific Plan boundaries and General Plan land use categories for Alessandro Heights are depicted on Exhibit 71 (Page VIII - 75) at the end of this summary.

#### **Purpose of the Specific Plan**

This Plan was produced in order to guide the development of a 637 acre master-planned development project, proposing a mix of industrial and residential uses in a park-like atmosphere. The intent of the development project is to provide additional employment and a broad mix of housing opportunities for the area while creating a development that is sensitive to the natural and physical constraints of the property. The property is comprised of rolling hills, three major arroyos and several minor tributaries.

In order to sensitively preserve the unique character of Alessandro Heights, several issues have been addressed, including:

- Special design standards for setbacks along Alessandro Boulevard and Trautwein Road.
- A professionally master-planned landscaping program throughout the project.
- On-going review of architectural designs for all uses to assure quality and coordination throughout the project.
- Provisions for on-going maintenance of the riparian area, common open space, and setbacks.

The adopted specific plan document(s) contains more detailed requirements for use, site development or improvements; it should be consulted directly to determine these particular requirements. Should any apparent inconsistency arise between the General Plan and the specific plan, the requirements of the specific plan shall prevail.

The following goals and policies reflect the contents of the Mission Grove Specific Plan.





### **Mission Grove Goals and Policies**

#### **Goal MG-1 To provide industrial, commercial and residential land uses in a park-like atmosphere within the Specific Plan area.**

- Policy MG-1.1* Land Use shall be as designated by the Land Use Diagram (*Located in the Map Pocket of this Document*) and include ample land for an employment base that will attract 'clean' industries and provide jobs for residents of Riverside County. The Specific Plan may include more detailed land use and design standards.
- Policy MG-1.2* The land use pattern shall accommodate a mix of housing opportunities to meet the needs of families with variable economic and social lifestyles.
- Policy MG-1.3* The City should establish the framework for site specific design criteria in order to maintain an attractive high quality setting as a gateway into the City of Riverside.
- Policy MG-1.4* The City should encourage development that is sensitive to the natural and physical constraints of the property.
- Policy MG-1.5* The land use plan shall give attention to capturing advantageous locations for non-residential uses along major streets, compatibility with adjacent development, the retention of significant natural features, and providing higher residential densities where there is an appropriate level of infrastructure.

#### **Goal MG-2 To provide for a safe and efficient circulation system throughout the project area.**

- Policy MG-2.1* The development pattern shall encourage safe movement of all forms of transportation including vehicular, bicycle, equestrian and pedestrian modes.
- Policy MG-2.2* An efficient circulation system should be created by providing improved streets and parkways that meet the demands of the intended land use, establishing alignments that optimize use and safety, and by avoiding a mix of industrial with less compatible residential traffic.
- Policy MG-2.3* Regional traffic passing through the Plan area should be accommodated by a hierarchy of improved public rights-of-way; width and improvement standards should be as expressed by the Transportation Element, the Mission Grove



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(Alessandro Heights) Specific Plan as adopted by City Council Resolution No. 15772 (including any subsequent amendments) and the related Development Agreement.

*Policy MG-2.4*     The City should encourage alternatives to automobile transportation as a means to reduce energy consumption, air pollution, and traffic congestion.

*Policy MG-2.5*     The Bicycle Master Plan and the City-Wide Trail Plan should be considered in the design of transportation facilities and in the development of adjacent land uses.

**Goal MG-3     To provide for a complete range of services designed to meet the needs of all land use types encompassed by the Specific Plan.**

**Goal MG-4     To provide for highly urbanized development while retaining those prominent natural features that best characterize each of the properties.**

*Policy MG-4.1*     On site drainage should be conveyed through storm drains, streets or natural watercourses depending on the type of land use where collection occurs.

*Policy MG-4.2*     Grading should be terrain sensitive and in conformance with the grading policies of the City of Riverside, as well as employ the particular techniques required by the adopted Specific Plan.

*Policy MG-4.3*     The City should require developers to create a professional master-planned landscaping program for parkways and setbacks along Trautwein Road, Alessandro Boulevard, and all other streets.

*Policy MG-4.4*     The City shall encourage highest quality of appearance along street corridors and consider requirement of such right-of-way improvements as meandering sidewalks, decorative street hardware (i.e. benches, entry monuments, signage, etc.), undulating terrain, and berming with reverse frontage walls of masonry or stucco materials.

*Policy MG-4.5*     Special landscaping and setback requirements for Trautwein Road and Alessandro Boulevard shall be as required by the adopted Specific Plan and related Development Agreement.



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- Policy MG-4.6*      Single and Multiple family areas shall be developed per the standards of the adopted Specific Plan.
- Policy MG-4.7*      A Retail Commercial area shall be designated to provide goods and services for the daily needs of all people within the Plan area, with safe and efficient access to and through the site provided for all modes of transportation, and architectural harmony with the surrounding community.
- Policy MG-4.8*      A Commercial Office Support area shall be designated to accommodate a combination of professional services, business offices and selected retail commercial activities which will support the needs of the employees and businesses within the industrial development.
- Policy MG-4.9*      The designated Industrial land within the Specific Plan area shall be developed per the standards of the adopted Specific Plan.



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### **Exhibit 71: Mission Grove (Alessandro Heights) Specific Plan**



**7. *Orangecrest Specific Plan***

The Orangecrest Specific Plan was prepared by J. F. Davidson Associates for the S.I.C. Corporation and was adopted by the City Council of Riverside in 1985. The planning area is generally bounded by March Air Force Base on the south, east, and north, with Wood Road defining the western boundary. The unincorporated Woodcrest Community is adjacent on the west and southwest. The Specific Plan boundaries and General Plan land use categories for Orangecrest are depicted on Exhibit 72 (Page VIII - 78) at the end of this summary.

**Purpose of the Specific Plan**

The Orangecrest development area encompasses approximately 1,514 acres. Agriculture, primarily citrus groves, was the dominant land use in Orangecrest in the past. This Specific Plan created a planned community of residential, commercial and industrial land uses.

Commercial, office and light industrial uses are identified in the Plan, which comprise about 18 percent of the Plan area. The commercial uses are situated at major traffic intersections to promote commercial nodes, rather than strip development. This planning concept is consistent with that presented in Alessandro Heights and the Canyon Crest communities.

The Plan proposes community and recreational facilities such as schools, parks, a library and a fire station. In addition, the Plan presents a transportation system that encourages pedestrian walkways, bikeways, and public transit.

The adopted specific plan document(s) contains more detailed requirements for use, site development or improvements; it should be consulted directly to determine these particular requirements. Should any apparent inconsistency arise between the General Plan and the specific plan, the requirements of the specific plan shall prevail.

The goals and policies for the Orangecrest Specific Plan are presented below.

**Orangecrest Goals and Policies**

**Goal O-1      To create a community developed around a citrus theme that meets the needs of its residents for a wide range of urban services and facilities.**

*Policy O-1.1*      The land use pattern shall be as designated by the Land Use Diagram (*Located in the Map Pocket of this Document*), encompassing residential uses of varying intensities, office and commercial development, industrial uses and public facility and recreation sites. The Specific Plan may include more detailed land use and design standards.



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- Policy O-1.2*      The traffic circulation system shall be as prescribed by the Transportation Element and the special standards contained in the Orangecrest Specific Plan adopted by City Council Resolution No. 15886.
- Policy O-1.3*      Special development and land use standards shall apply as required by the adopted Specific Plan.
- Policy O-1.4*      The Bicycle Master Plan and the City-Wide Trail Plan should be considered in the design of transportation facilities and in the development of adjacent land uses.



**Exhibit 72: Orangecrest Specific Plan**



### **8. *Riverside Auto Center Specific Plan***

The Riverside Auto Center Specific Plan was adopted by the City of Riverside on October 23, 1990. This Plan was prepared by the City of Riverside in cooperation with the Riverside Auto Center dealers.

The Riverside Auto Center Specific Plan area encompasses 135 acres of land generally bounded by Freeway 91 on the northwest, the AT&SF Railroad easement on the southeast, Winstrom Street on the northeast and Vance Street to the southwest. The Specific Plan boundaries and General Plan land use categories for the Riverside Auto Center are depicted on Exhibit 73 (Page VIII - 83) at the end of this summary.

#### **Purpose of the Specific Plan**

The Center, developed in 1965, was one of the earliest auto centers constructed in the United States and was one of the forerunner of today's auto malls. Although unique for its day, the Riverside Auto Center is no longer at the forefront of Auto Center design for the competitive Southern California market.

The purpose of this Specific Plan is to promote the revitalization of the Riverside Auto Center. The Plan recognizes two major issues affecting the viability of the Auto Center, competition and physical facility problems. To address these concerns, the Plan establishes recommendations and guidelines for:

- Increasing visibility of automobile displays;
- Enhancing landscaping;
- Establishing focal point street trees and distinctive street lights;
- Increasing focus and clarity of display areas;
- Easing customer parking;
- Keeping implementation costs down;
- Improving entry treatments;
- Attracting new vehicle franchises;
- Establishing a Center logo;
- Creating a better focus for the Center; and
- Increasing freeway exposure.





The Plan further establishes private property standards, uniform improvement standards and implementation measures.

The adopted specific plan document(s) contains more detailed requirements for use, site development or improvements; it should be consulted directly to determine these particular requirements. Should any apparent inconsistency arise between the General Plan and the specific plan, the requirements of the specific plan shall prevail.

The goals and policies of the Riverside Auto Center Specific Plan are presented below.

### **Riverside Auto Center Goals and Policies**

**Goal RAC-1 To retain and/or return the Riverside Auto Center as the premier “state of the art” auto center in Southern California.**

**Goal RAC-2 To retain and expand a major component of the City’s sales tax and employment base.**

**Goal RAC-3 To provide an attractive shopping experience for the purchase of automobiles.**

*Policy RAC-3.1* The City shall encourage keeping the center in a concentrated area with a focus on new car sales.

*Policy RAC-3.2* The City shall encourage the provision of a clear identity to the Center from the freeway, at entry points, and within the Center itself.

*Policy RAC-3.3* The City shall encourage the provision of attractive display space for automobiles.

*Policy RAC-3.4* The City shall encourage automobile franchises selling all makes of automobiles offered in the region to locate in the Center - one stop shopping.

*Policy RAC-3.5* The City shall encourage the provision of adequate and easy parking for customers.

*Policy RAC-3.6* The City shall encourage the provision of consumer friendly places; a place which cultivates and enhances the customer’s enjoyment of shopping; both in the daytime and at night, through superior design of facilities - showrooms, customer reception areas, service and parts departments and outdoor display areas.



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*Policy RAC-3.7* The following shall be the key development features of the Specific Plan:

- ***Increased Visibility of Automobile Displays.*** Featured car display pads are proposed to be allowed in the public street rights-of-way near the travel lanes.
- ***Landscape Enhancement.*** An abundant use of landscaping materials is proposed to be added throughout the Center. Grass turf areas will be added throughout the center similar to the newer dealerships, where display pads are located in attractive landscape settings.
- ***Focal Point Street Trees.*** Dramatic tall palm trees are proposed to be used to enhance the Auto Center and give it greater visibility.
- ***Focus and Clarity of Display.*** Special paving materials and landscaping accents are proposed to be used in the display area.
- ***Ease of Customer Parking.*** Parallel street parking is proposed to be converted to angle parking along many of the streets to provide easier and more convenient customer parking, to visually narrow the streets, and to provide a friendlier atmosphere.
- ***Keep Costs Down.*** Concepts have been developed to keep improvement costs at reasonable levels in order to facilitate implementation.
- ***Focus Center.*** The Auto Center is proposed to be retained within its current area rather than continue to expand. This will offer focus to the Center and convenience for the shopper.
- ***Freeway Exposure.*** The visibility of the Auto Center to the 91 Freeway is proposed to be increased through new freeway signing and the redevelopment of the area between Indiana Avenue and the freeway.
- ***Entry Treatments.*** Entry signs and special flag pole designs are proposed to be placed at four locations.



- ***New Automobile Franchises.*** Redevelopment is proposed to be used as a tool to attract new automobile franchises to the Center and provide appropriate facilities.
- ***Employee Parking.*** A new employee parking lot is proposed to remove employee parking in areas that should be available for customer parking.
- ***Logo.*** A palm tree logo is proposed to be used throughout the Center in an effort to reinforce the Center's identity.

*Policy RAC-3.8* The land use shall be as designated on the Land Use Diagram (*Located in the Map Pocket of this Document*). The Specific Plan may include more detailed land use and design standards.

*Policy RAC-3.9* Special on-site and public right-of-way development standards shall apply as contained in the Auto Center Specific Plan adopted by City Council Resolution No. 17614.

*Policy RAC-3.10* The Bicycle Master Plan and the City-Wide Trail Plan should be considered in the design of transportation facilities and in the development of adjacent land uses.



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### **Exhibit 73: Riverside Auto Center Specific Plan**



**9. Riverside Marketplace Specific Plan**

The Riverside Marketplace Specific Plan was prepared in 1989 by The Arroyo Group in conjunction with Parsons Brinckerhoff and adopted by the City of Riverside in May, 1991. The project area is generally bounded by Third Street on the north, Park Avenue on the east, Fourteenth Street on the south and Riverside Freeway on the west. The Specific Plan boundaries and General Plan land use categories for the Marketplace are depicted on Exhibit 74 (Page VIII - 92) at the end of this summary.

**Purpose of the Specific Plan**

The existing Marketplace development area is composed of a mix of land uses including manufacturing, warehousing and residences. There is a concentration of historic structures within the area, including two train stations and several historically significant industrial buildings. The substantial amount of vacant land in the area provides prime opportunities for infill redevelopment. Because this area acts as a gateway into Downtown Riverside from the University area, and due to the redevelopment opportunities of the existing resources, this Specific Plan has been produced to guide the redevelopment efforts.

The intent of this Plan is to guide redevelopment to:

- Create a mixed use area that enhances the entire City, through the establishment of a historic core, stabilization of residential areas, and the creation of a neighborhood shopping center.
- Improve auto, pedestrian and transit circulation within the planning area and improve access to adjacent communities.
- Create a functional, aesthetically attractive, and unified Marketplace.
- Provide adequate and visually acceptable infrastructure within the project area.

The adopted specific plan document(s) contains more detailed requirements for use, site development or improvements; it should be consulted directly to determine these particular requirements. Should any apparent inconsistency arise between the General Plan and the specific plan, the requirements of the specific plan shall prevail.

The Plan presents development standards and design guidelines for the Marketplace. Presented below are the goals and policies of the Riverside Marketplace Specific Plan.



### **Riverside Marketplace Goals and Policies**

**Goal RM-1 To develop the Riverside Marketplace so that it will revitalize, complement and enhance the project area, incorporating key elements of its historic context and its present development potential.**

*Policy RM-1.1* The Specific Plan will be implemented by developers and property owners within the context of the Riverside Redevelopment process. The Marketplace area is part of the Central Industrial Redevelopment Project. Financial mechanisms which may be utilized by the Redevelopment Agency and/or City of Riverside include:

- Tax increment financing - in which property taxes from increased assessed values are transmitted in whole or part to the Redevelopment Agency;
- Loans or grants;
- Developer land payments;
- Other tax revenues including sales tax, bed tax, gas tax and others;
- Bonding for capital improvements through bond acts such as Mello-Roos;
- Payments of various facility fees and/or hookup charges by developers.

*Policy RM-1.2* Any proposed re-subdivision of any parcel or the construction of any improvement within the Riverside Marketplace must be approved by the Approving Agent of the Association of which the parcel is a part, if any, per the requirements of the Marketplace Specific Plan adopted by City Council Resolution No. 17762.

*Policy RM-1.3* Any development within the Flood Plain overlay zone or involving toxic or hazardous materials shall be subject to the requirements of the adopted Specific Plan.



**Goal RM-2 To ensure the range of land uses will respect and complement the historic components within the Plan area.**

*Policy RM-2.1* The new urban pattern within the Riverside Marketplace Specific Plan area should be similar to that found within older communities with lesser dependence on autos. The uses will be mixed to provide employment, services and entertainment for the adjacent areas including the Eastside Community and the Riverside Downtown. The visual characteristic of the Marketplace will be a blend of old and new. Old structures and elements will be revitalized and reused where possible. New structures such as office buildings and shopping markets will be introduced.

*Policy RM-2.2* New structures should be designed to compliment the context of the older structures and the historical period of the Central Marketplace. The historic setbacks within the Central Marketplace promote an urban character, with buildings adjacent to the sidewalks. This character should be carried throughout the Phase I area to create a sense of continuity and strong imagery

**Goal RM-3 To permit a mixture of land uses which will economically and functionally revitalize the Plan area.**

*Policy RM-3.1* The range of land uses permitted in the Specific Plan area shall be as designated by the Land Use Elements Diagram and the adopted Specific Plan. The Specific Plan may include more detailed land use and design standards.

*Policy RM-3.2* The City shall create subareas within the overall Specific Plan Area. Each sub-area will provide custom development standards and criteria to encourage the preservation and enhancement of the subareas, each of which shall have its own land use designations and development standards as required by the adopted Specific Plan. The subareas are as follows:

- Central Marketplace
- Marketplace North
- Marketplace South
- Neighborhood Marketplace



- Marketplace Business Park
- Marketplace Industrial Park
- Neighborhood North
- Neighborhood South

**Goal RM-4 To provide land uses which will benefit the surrounding neighborhoods economically, aesthetically and socially.**

*Policy RM-4.1* The City shall encourage the creation of shopping opportunities to service the surrounding neighborhoods.

*Policy RM-4.2* The City shall encourage the stabilization and enhancement of the residential areas by permitting compatible adjacent land uses as well as guiding improvements throughout the Specific Plan area.

**Goal RM-4 To create and enhance pedestrian, auto and other alternative connections to the surrounding neighborhoods, including the Riverside Downtown and the Eastside community.**

*Policy RM-4.1* The City should develop pedestrian connections between the Downtown, the Marketplace and adjacent neighborhoods with pedestrian oriented features and landscape.

*Policy RM-4.2* The City shall encourage a public transportation system between the Specific Plan Area, the University, and the Downtown.

*Policy RM-4.3* The City shall encourage the reduction of truck traffic within the residential neighborhoods.

*Policy RM-4.4* The City shall plan for the eventual widening of the Riverside Freeway.

*Policy RM-4.5* The City should determine the desirability of grade separating the Third Street rail crossing.

*Policy RM-4.6* The City should pursue circulation improvements in the planning area in two phases per the Transportation/ Circulation component of the Specific Plan.





*Policy RM-4.7*      The Bicycle Master Plan and the City-Wide Trail Plan should be considered in the design of transportation facilities and in the development of adjacent land uses.

**Goal RM-5      To utilize the underlying historic urban character of the community, while allowing for the addition of complementary new structures and urban design elements.**

*Policy RM-5.1*      The City should preserve and highlight the existing historic elements within the Specific Plan area.

*Policy RM-5.2*      The City should establish North Park as the central element of the Central Marketplace.

*Policy RM-5.3*      The City should incorporate the existing fruit packing and railroad operations into the overall character for the area.

*Policy RM-5.4*      The City should buffer the residential areas from adjacent non-residential land uses.

*Policy RM-5.5*      The City should require development of new structures to include urban design features which will reinforce the area's historic character.

*Policy RM-5.6*      Exterior building materials, features, design motifs and colors should reflect and/or complement the character of the building and the area of which the structure is a part and should follow the design guidelines set forth in the adopted Specific Plan.

*Policy RM-5.7*      Non-pedestrian loading areas of structures should be located away from public view where possible and should ideally be shared among more than one structure and/or use to limit the number of loading areas and routes for delivery vehicles. Loading areas should be screened with architectural and/or landscape materials, as appropriate.

*Policy RM-5.8*      The concept for the landscape within the Riverside Marketplace should draw from the landscape character which is established within the adjacent neighborhoods and the overall City of Riverside. The intent of the landscaping is to create a clear identity for the Riverside Marketplace, which is harmonious and contextual with the area's "California Dream" landscape heritage as detailed in the adopted Specific Plan.



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*Policy RM-5.9* The City of Riverside, Ordinance Number 5607 is the basis for the Riverside Marketplace Signage Criteria. The signage criteria for the Specific Plan shall provide for the necessary design flexibility to adapt the ordinance to the unique characteristics and potential of Riverside Marketplace as detailed in the adopted Specific Plan.

*Policy RM-5.10* Design of lighting features should enhance the historical and visual character of the area while providing for adequate security and pedestrian safety as detailed in the adopted Specific Plan.

### **Goal RM-6 To provide adequate water, power, electrical and other services within the project area.**

*Policy RM-6.1* Development will not be permitted where infrastructure is inadequate and priority for development will be given to the designated Phase I area which has higher marketability due to better freeway exposure and access, as well as the high concentration of older structures which, with revitalization, will create the impetus for future redevelopment efforts within the remainder of the Specific Plan area.

*Policy RM-6.2* Infrastructure phasing should receive first priority in the Phase I area between the Freeway and the railroad tracks. Infrastructure phasing throughout the project area shall be done in a logical and incremental pattern. All planned infrastructure improvements shall be reviewed for approval by the City of Riverside prior to installation.

*Policy RM-6.3* The City shall consider upgrading of peripheral access by improvements to Third Street, Fourteenth Street and Park Avenue. These improvements may include resurfacing, addition of landscaping and lighting and creation of Entry Points by means of special paving patterns which will define key intersections. New interior project area access shall be augmented by realigning or reconstructing Vine Street and Howard Avenue.

*Policy RM-6.4* The City shall consider the provision of a slip-ramp, a short ramp providing easy access from University Avenue and Mulberry Street, which are at a lower elevation, up to Vine Street, which is at a higher elevation.



- Policy RM-6.5*     The City shall consider revitalization of North Park and Lincoln Park.
- Policy RM-6.6*     The City shall consider elimination of through traffic in the residential areas by adding cul-de-sacs.
- Policy RM-6.7*     The City shall consider upgrading the railroad crossing at Seventh Street, Third Street and Tenth Street to create smooth crossings.
- Policy RM-6.8*     The City shall consider enhancements to the railroad corridor which consists of replacing missing palm trees and addition of landscape feature lighting.
- Policy RM-6.9*     The City shall consider the provision of a landscaped screen of the electrical substation.
- Policy RM-6.10*    The City shall consider voluntary reconstruction of segments of the pedestrian pergolas near North Park.
- Policy RM-6.11*    The City shall consider maintaining or replacing existing wells and pumping stations through further cost and design evaluation to be done in conjunction with land acquisition or preparation of construction documents.
- Policy RM-6.12*    The City shall consider modification of Mulberry booster Pumping Station if necessary to provide adequate fire flows.
- Policy RM-6.13*    The City shall consider maintenance of access to the Riverside Canal for official construction and maintenance vehicles.
- Policy RM-6.14*    The City shall consider upgrading of water system to provide adequate fire flow for projected uses.
- Policy RM-6.15*    Street development standards, fire hydrant locations, City and private maintenance responsibilities, shall be as detailed in the adopted Specific Plan.

**Goal RM-7    To minimize the negative visual impact of infrastructure components.**

- Policy RM-7.1*     Development of new infrastructure systems shall be logical, incremental and coordinated with new land use developments.



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*Policy RM-7.2*      New electrical cables and utilities should be placed underground, and where feasible, existing electrical cables and utilities shall also be placed underground.

*Policy RM-7.3*      The City shall require development to locate electrical boxes, signal boxes, gas and water regulators and the like in low visibility areas.

**Goal RM-8      Parking districts may be utilized throughout the Marketplace to facilitate the adaptive re-use of historic buildings, address shared parking between contemporary uses, enhance pedestrian linkages, and reduce trip generations.**

*Policy RM-8.1*      A parking district which encompasses the entirety of Phase I may be utilized to accommodate the parking needs of existing and planned uses, utilizing a shared parking methodology for determining the number of required spaces. The criteria detailed in the Specific Plan should be used to implement Phases I and II parking district plans.

*Policy RM-8.2*      Parking allocation standards shall be in accordance with §19.74 of the Municipal Code Zoning Ordinance except within Phase I, where the Parking District applies. Physical development standards for parking within the Specific Plan area shall be as defined in § 19.74 of Title 19.

*Policy RM-8.3*      Buildings within the project area should have attractive orientation or screening to all publicly visible areas, including the 91 Freeway.



**Exhibit 74: Riverside Marketplace Specific Plan**



### ***10. Sycamore Canyon Business Park Specific Plan***

The Sycamore Canyon Business Park Specific Plan was prepared in 1982 by the consultant team of Beland Associates in conjunction with Takata Associates. The Plan was formerly known as the Box Springs Industrial Park Specific Plan.

The planning area comprises 1,417 acres and is generally bounded by Alessandro Boulevard on the south, the Atchison, Topeka and Santa Fe Railroad on the east, Barton Street extension on the west and the property lines between Barton Street extension and Box Springs Boulevard on the north. The Specific Plan boundaries and General Plan land use categories for Sycamore Canyon Business Park are depicted on Exhibit 75 (Page VIII - 96) at the end of this summary.

#### **Purpose of the Specific Plan**

Prior to the preparation of this Plan, the Sycamore Canyon Business Park was the only large, undeveloped area of land designated on the City's General Plan for industry, that had not previously undergone detailed planning analysis. The site had also been identified as an area with potentially significant economic development opportunities.

The intent of this proposed project is to establish a high quality industrial development for the City of Riverside that would strengthen the City's economic base. The Plan recommends development of light industry, distribution warehousing and/or product assembly. Additional acres are devoted to Industrial Reserve, industrial support uses, and a wastewater treatment plant. The Plan includes 250 acres within Sycamore Canyon to be preserved as natural arroyo and open space.

Presented in the Plan are four main objectives for achieving the proposed high quality development:

- Establish site design standards to assure quality development.
- Recognize the Air Installation Compatible Use Zones' (AICUZ) impact and topographic features as development constraints.
- Preserve Sycamore Canyon as a unique natural resource with City-wide open space value.
- Establish efficient and orderly development phasing to minimize infrastructure costs.

The adopted specific plan document(s) contains more detailed requirements for use, site development or improvements; it should be consulted directly to determine these particular requirements. Should any apparent inconsistency arise between the General Plan and the specific plan, the requirements of the specific plan shall prevail.



This Specific Plan includes a development plan that identifies appropriate land uses, circulation, landscaping/design criteria, utilities, and the phasing of the Plan. It also establishes development standards and criteria for lots, parking, signs, lighting and screening. Presented below are the goals and policies for the Sycamore Canyon Business Park Specific Plan.

### **Sycamore Canyon Business Park Goals and Policies**

**Goal SCBP-1 To assure that the area will be developed according to quality design standards.**

**Goal SCBP-2 To obtain city department and utility companies' involvement and approval so that future proposed developments that conform to the Plan can be expedited.**

**Goal SCBP-3 To provide for uniformity and equity in development costs for off-site improvements.**

**Goal SCBP-4 To provide a basic Environmental Impact Report for the entire area so that future reviews will be minimized.**

**Goal SCBP-5 To protect the prime natural area with the proposed Sycamore Canyon Park.**

**Goal SCBP-6 To improve market competitiveness.**

*Policy SCBP-6.1* Land uses shall be as designated by the Land Use Diagram (*Located in the Map Pocket of this Document*). The Specific Plan may include more detailed land use and design standards.

*Policy SCBP-6.2* Special on-site and public right-of-way development standards shall apply per the Sycamore Canyon Business Park Specific Plan as adopted by City Council Resolution No. 15328, including any subsequent amendments.

*Policy SCBP-6.3* The City shall encourage efficient and orderly phasing of development to minimize infrastructure costs.

*Policy SCBP-6.4* The City shall protect the prime natural area (Sycamore Canyon) as a park for the City and recognize Sycamore Canyon as a unique natural resource with City-wide open space value.



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- Policy SCBP-6.5* The City shall recognize the March Air Force Base AICUZ impact and topographic features as development constraints.
- Policy SCBP-6.6* The City shall incorporate access controls as a means of assuring adequate traffic flow and safety.
- Policy SCBP-6.7* The City shall encourage the combining of access to arterials between adjacent properties wherever possible to reduce the number of traffic conflict points.
- Policy SCBP-6.8* The Bicycle Master Plan and the City-Wide Trail Plan should be considered in the design of transportation facilities and in the development of adjacent land uses.





**Exhibit 75: Sycamore Canyon Business Park Specific Plan**



### ***11. Sycamore Canyon Specific Plan***

The Sycamore Canyon Specific Plan was initially prepared in the summer of 1983 by Donald A. Cotton Associates. In October of that year, Peter Dangermond submitted proposed amendments to the Plan which were adopted in October, 1985. The Plan encompasses 1,400 acres of land generally located south of Central Avenue, west of Interstate 215, north of the MWD water filtration plant and east of the extension of Canyon Crest Drive. The Specific Plan boundaries and General Plan land use categories for Sycamore Canyon are depicted on Exhibit 76 (Page VIII - 101) at the end of this summary.

#### **Purpose of the Specific Plan**

The Sycamore Canyon Specific Plan is intended to guide development and maintain open space within the Plan's boundaries. The Plan evaluates development on the basis of slopes, wildlife, geology, hydrology, noise, archaeology and zoning. Based on these constraints, the Specific Plan calls for the preservation of 920 acres in a proposed park. Land along the perimeter of the park is designated for very low, medium low and medium high density residential uses, as well as limited office/retail development and a school site.

In addition to designating land uses and intensities, the Plan establishes development standards and other implementation measures. Design guidelines for streets, landscaping, site layout and the building envelope all focus on preserving the natural character of the area. The preservation of open space is the primary goal of the Plan. To this end, the Plan and its Environmental Impact Report outline implementation techniques such as the acquisition of parkland through the use of fees, dedications, transfers of development rights.

The adopted specific plan document(s) contains more detailed requirements for use, site development or improvements; it should be consulted directly to determine these particular requirements. Should any apparent inconsistency arise between the General Plan and the specific plan, the requirements of the specific plan shall prevail.

Presented below are the goals and policies for the Sycamore Canyon Specific Plan.

#### **Sycamore Canyon Goals and Policies**

**Goal SC-1     To identify specific measures that assure the protection of the canyon area as a major undeveloped arroyo while maintaining certain development rights of the individual property owners.**

*Policy SC-1.1*     The City shall implement measures which will protect Sycamore Canyon as a visual physical entity, incorporating ridgelines, rock outcroppings and other major features into an open space system.



*Policy SC-1.2*      The City shall protect the wildlife and plant life now inhabiting Sycamore Canyon.

*Policy SC-1.3*      The City shall provide for public use for active and passive recreation of portions of the Canyon without endangering the special ecosystem of the Canyon.

*Policy SC-1.4*      The City shall establish clear and consistent standards which protect the sensitive environment by regulating permitted development within and on the periphery of Sycamore Canyon.

**Goal SC-2      To accomplish specific land use objectives which will enhance the natural state of the Sycamore Canyon area while maintaining the open space resource within the City.**

*Policy SC-2.1*      The City shall provide for the protection and recreational use of natural canyon and adjacent areas with sensitive biological or archaeological resources.

*Policy SC-2.2*      The City shall allocate land uses and densities in and adjacent to Sycamore Canyon as reflected on the Land Use Diagram (*Located in the Map Pocket of this Document*) of the General Plan. The Specific Plan may include more detailed land use and design standards.

*Policy SC-2.3*      The City shall maximize the potential for quality residential development in terms of design standards and open space provisions.

**Goal SC-3      To establish standards and policies to assure safety to those who use the circulation system within the Plan area.**

*Policy SC-3.1*      The City should facilitate access for emergency vehicles.

*Policy SC-3.2*      The City should minimize traffic impacts on adjacent uses.

*Policy SC-3.3*      The City should provide alternatives to auto transportation to minimize energy consumption and auto-related air pollution.

*Policy SC-3.4*      The City should offer aesthetically pleasing pedestrian and bicycling pathways.

*Policy SC-3.5*      Public rights-of-way shall be developed as specified by the Transportation Element and the special standards of the



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Sycamore Canyon Specific Plan adopted by City Council Resolution No. 15914.

**Goal SC-4 To provide for a Utilities system of safe and efficient service.**

*Policy SC-4.1* The City should require that all on-site utility lines, including natural gas, electrical, water, wastewater and communication lines shall be placed underground by the developer as a condition of approval for building permits.

**Goal SC-5 To assure that the development of individual properties are consistent with one another and promote the overall quality of the entire Plan area.**

*Policy SC-5.1* The City shall encourage development which is harmonious with the natural resources and will provide a transition from conventional residential development to the vast open space preserve/park area.

*Policy SC-5.2* The City shall encourage minimal grading sensitive to natural landforms.

*Policy SC-5.3* All development shall be subject to the special standards contained in the Sycamore Canyon Specific Plan adopted by City Council Resolution No. 15914, including any subsequent amendments.

**Goal SC-6 To provide for the protection of natural resources in and around Sycamore Canyon.**

*Policy SC-6.1* The City should maintain Sycamore Canyon Park under the supervision of the City Park and Recreation Department for control and management.

*Policy SC-6.2* The City should develop a detailed Master Plan which will govern design for the Canyon and adjacent open areas.

**Goal SC-7 To plan for the development of peripheral areas to minimize potential impacts on the Canyon and sensitive adjacent areas.**

*Policy SC-7.1* The City should encourage the conservation of resources in site and building design including the promotion of the use of passive heating and cooling techniques.



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*Policy SC-7.2*      The City should encourage the design of site plans which ensure view protection.

**Goal SC-8      To establish general controls which will ensure consistency in design and promote visual quality of the Plan area.**

**Goal SC-9      To encourage innovative and imaginative designs for individual units and complexes within the parameters set by the design guidelines.**

*Policy SC-9.1*      The Plan should provide special landscape treatment for streets, entry points, residential areas and buffer zones.

*Policy SC-9.2*      The developer of each project shall be required to establish adequate assurance that those common open space areas not dedicated to the City are adequately maintained.

*Policy SC-9.3*      The City shall encourage the basic design principal that all developable sites within the Sycamore Canyon Specific Plan area reinforce the natural quality of the site and its relationship to major natural open space areas.

*Policy SC-9.4*      Each development should be subject to the Design Review process set forth in the City's Municipal Code, Section 19.62 and evaluated under the general consideration of compatibility with the natural canyon open space as well as any adjacent developments.

*Policy SC-9.5*      The Bicycle Master Plan and the City-Wide Trail Plan should be considered in the design of transportation facilities and in the development of adjacent land uses.



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### **Exhibit 76: Sycamore Canyon Specific Plan**



**12. University Avenue Specific Plan**

The University Avenue Specific Plan was prepared by Gruen Associates and was adopted by the City of Riverside on January 26, 1993. The area covered by this plan is primarily the University Avenue right-of-way and adjacent properties between State Route 60/Interstate 215 Freeway on the east and Park Avenue on the west. The Specific Plan boundaries and General Plan land use categories are depicted on Exhibit 77 (Page VIII - 104) at the end of this summary.

**Purpose of the Specific Plan**

The University Avenue Specific Plan has been prepared to define the future character of the Avenue to facilitate its rejuvenation and enhancement as a diverse, largely commercial district linking Downtown Riverside and the University of California campus. The plan aims to create an impressive visual image which will make University Avenue a destination place for the entire City. Design guidelines for the streetscape and aesthetic standards for private properties have been developed for the plan area. The specific plan area is divided into four subdistricts. Each subdistrict has its own variation of the development standards which reflect the unique character of that particular area. Also, the plan implements a portion of the Central Industrial Redevelopment Area Plan of which University Avenue is a part.

Major concepts embodied in the plan include:

- In the vicinity of Park Avenue—concentration of commercial uses serving the particular ethnic character of the adjacent neighborhood.
- For the segment generally between Victoria Avenue and Ottawa Avenue—provision of small business opportunities serving the local community primarily, phasing out motels and auto oriented businesses.
- In the vicinity of Chicago Avenue—revitalization of the community shopping centers
- Between Chicago and Iowa Avenues—development of retail, office and tourist-oriented uses.
- Northwest of Iowa and University Avenues—development of a student housing area to serve the nearby university campus.
- Northwest of the freeway interchange—creation of a mixed-use university village center.
- Southwest of the freeway interchange—expansion of uses associated with the University of California.



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The adopted specific plan document contains detailed requirements for land use, site development and street improvements. It should be consulted directly to determine the specific requirements which would apply to each future development project. Should any apparent inconsistency arise between the General Plan and the specific plan, the requirements of the specific plan shall prevail.

### **University Avenue Goals and Policies**

The plan does not contain goals and policies stated as such, but rather provides a detailed design blueprint for the development of both the public right-of-way and adjacent private property.





**Exhibit 77: University Avenue Specific Plan**



### ***13. Victoria Avenue Specific Plan***

The Specific Plan for Development of Victoria Avenue was prepared by the City Planning Department and adopted by the City Council in November 1973. The plan covers the length of the Avenue between Victoria Bridge and Fillmore Street, a distance of approximately eight miles. Victoria Avenue is a scenic parkway (Cultural Heritage Landmark No. 8) which traverses Riverside's historic Arlington Heights Greenbelt.

#### **Purpose of the Specific Plan**

This plan amplifies and modifies recommendations for improvement of Victoria Avenue originally contained in the General Plan as adopted in 1969. The plan not only addresses the design of right-of-way improvements but also for development occurring adjacent to the Avenue. Traffic circulation, safety and maintenance are considered as well.

The following development policies and standards apply:

- Victoria Avenue shall be developed as a limited access, low volume parkway serving adjacent residential and institutional uses; widening and improvement will occur incrementally as adjacent development warrants.
- Paving shall be widened to 24 feet with lane delineation as traffic volumes and development warrant; however, piecemeal mid-block improvements will be avoided.
- Asphalt berm rather than concrete curbing shall be used.
- New median openings shall not be permitted; left-turn pockets will be permitted at major intersections if traffic warrants; the City shall establish median landscaping and irrigation design standards.
- The right-of-way shall be widened to a total width of 180 feet with additional right-of-way where service road treatment is used.
- Sidewalks, bike trails and bridle trails shall be provided within parkway areas as specified in the Specific Plan.
- Subdivisions adjacent to Victoria Avenue shall be developed with reverse frontage or service roads as specified by the Specific Plan with no direct access permitted.
- The Design Review Overlay Zone shall apply to adjacent properties along the entire length of the Avenue.



- Utilities shall be undergrounded and unique ornamental street lighting used.
- The City shall establish a tree replacement program.
- Drip irrigation shall be established where possible.
- Reflective paint or tape shall be used on trees as necessary for public safety.
- Land use adjacent to the Avenue shall be predominantly single family residential but with some institutional and planned residential developments permitted; commercial and industrial uses should be prohibited.
- High priority should be given to acquisition and development of Arlington Heights Park (California Citrus State Historic Park) and to the preservation of natural arroyos.
- The City should seek to annex and/or extend the same development standards to the section of the Avenue located in County territory.

Note: Voter initiatives Measures R and C passed in 1979 and 1987 respectively, have substantially affected the applicability and implementation of many of the above policies and standards.

The adopted specific plan document contains more detailed requirements for use, site development or improvements; it should be consulted directly to determine these particular requirements. Should any apparent inconsistency arise between the General Plan and the specific plan, the requirements of the specific plan shall prevail except as modified by Measures R and C.

An exhibit of Victoria Avenue Specific Plan is not displayed in this General Plan document.

